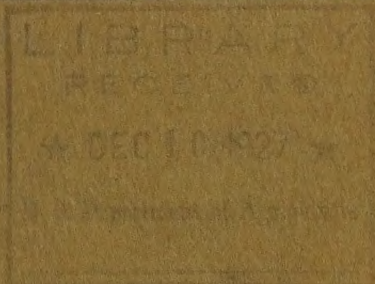


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# REPORT

of a

## SURVEY OF TRANSPORTATION

on the

## STATE HIGHWAY SYSTEM OF OHIO

*by*

THE BUREAU OF PUBLIC ROADS  
U. S. DEPARTMENT OF AGRICULTURE

and

THE OHIO DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS

1927







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## Foreword

THIS report contains the results of highway traffic studies of the State, County and Township road systems of Ohio conducted during 1925 under a cooperative research agreement between the Bureau of Public Roads, United States Department of Agriculture, and the Ohio Department of Highways and Public Works.

This investigation was undertaken in order to obtain essential facts concerning traffic on Ohio highways as a basis for planning the development of the Ohio State highway system to serve present and future traffic.

The conclusions are based upon the present density, type, loading and distribution of traffic units and traffic classification of State highways, upon present population and population trends, upon predicted future traffic, and upon an economic and physical analysis of other factors affecting the planning of a program of highway improvement.

The first section of the report contains a summary of principal conclusions; the second section contains the detailed data; and the third section the proposed plan of State highway improvement endorsed by the Ohio State Department of Highways and Public Works and the United States Bureau of Public Roads.

The highway traffic studies upon which the report is based were conducted under the joint supervision of Thos. H. MacDonald, Chief of the Bureau of Public Roads, and George F. Schlesinger, Director, and L. A. Boulay, former Director of the Ohio State Department of Highways and Public Works. J. Gordon McKay, Chief of the Division of Highway Economics, Bureau of Public Roads, directed the work of the survey and preparation of the report, assisted by O. M. Elvehjem, E. T. Stein, L. E. Peabody and B. P. Root, all of the Division of Highway Economics, and Harry J. Kirk, Ohio State Highway Engineer, and Harry E. Neal, Ohio Traffic Engineer.





## THE OHIO HIGHWAY TRANSPORTATION SURVEY

OHIO as a State recognized the necessity of assisting the counties in the improvement of main highways as early as 1804. This participation, based on the State-aid principle, was limited to financial assistance to the counties on construction projects proposed by the counties and carried on under their direction. State financial assistance continued until 1850. From 1850 to 1904 the State took no part, financial or otherwise, in the improvement of highways, leaving all responsibility to the counties and townships.

Paralleling the experience of other States, between 1892 and 1904, renewed public demand for highway improvement brought a return to State initiative and control and in 1904 the State department of highways was created, functioning in an advisory capacity until 1910. The principle of State aid to the counties was again introduced in 1905. A definite system of State highways was established in 1911, and the duties of the State department of highways were enlarged to include highway construction on the State system.

During the period from 1911 to 1927, the mileage of the State system has been steadily increased, and a growing degree of control over the initiation, construction, and maintenance of

State highways has been taken over by the highway department.

Until 1927 the method of developing State highways with county cooperation remained the basic method of road improvement in Ohio. The highway law enacted in 1927 eliminates county cooperation in the construction of State highways except in those counties having a tax duplicate over \$300,000,000, and in these counties limits county cooperation to reconstruction of worn-out surfaces.

The State is now responsible for the construction and maintenance of the State system except cooperative reconstruction projects in the wealthy counties.

During the period from 1904 to 1914 highway improvements, on what now constitutes the State system, consisted principally of narrow gravel and waterbound macadam construction. From 1914 to 1925 the record of highway improvement was characterized by the construction of surfaces superior to waterbound macadam and the betterment of unimproved low-traffic routes with gravel surfaces.

Of the approximately 11,000 miles of State highways on January 1, 1926, there were 5,194 miles that were improved with brick, concrete, as-

phalt and bituminous macadam surfaces, of which more than half had surfaces less than eighteen feet in width and approximately 400 miles were old and worn-out pavement under county maintenance. Surface-treated macadam surfaces, of which there were 1,307 miles in 1925, will require retreatment or reconstruction when the traffic materially increases. The remainder, approximately two-fifths of the total State mileage, comprised 3,000 miles of gravel, slag and stone, and 1,282 miles of unimproved highways.

The principal highway problems now confronting the State are the reconstruction of the old, worn-out surfaces, expensive to maintain, the widening of narrow pavements, the improvement of unimproved sections of the State system, the elimination of the most dangerous railroad grade crossings, and the distribution of present highway revenues satisfactorily to complete the State system of roads.

Anticipating the need for a definite program of reconstruction and development, and realizing the necessity of having as a basis for a sound plan of highway improvement accurate data with respect to the traffic on the various sections of the State highway system, the Director of Highways and Public Works entered into an agreement with the United States Bureau of Public Roads to conduct a cooperative survey of transportation on the highways of the State.

The results of the survey, endorsed by the Ohio State Department of Highways and Public Works and the Bureau of Public Roads, show that during the next five years the State should reconstruct 1,220 miles of the State system, widen 1,594 miles, and build 1,707 miles, the latter comprising 1,007 miles of construction superior to gravel and 700 miles of traffic-bound improvements. The cost is estimated at \$100,000,000.

On the basis of the traffic observed during the survey, it is estimated that the State highway system, 13.0 per cent of the total rural mileage, provided highway service for a traffic of 2,160,435,000 vehicle-miles, equal to 57.7 per cent of the total traffic on rural roads in the State in 1925; that the county highways, which include 27.1 per cent of the rural mileage, provided service for

1,108,870,000 vehicle-miles, 29.6 per cent of the total traffic; and that the township highways, which constitute 59.9 per cent of rural mileage, provided service for 477,055,000 vehicle-miles, or only 12.7 per cent of total rural traffic. The daily traffic on the State system averages over nine times that upon the county and township roads. These facts show the necessity of allotting a sufficient portion of total highway revenues to complete the improvement of the State system of highways.

It is clearly shown by the survey that the principal routes of the State system comprising what are known as the Federal-aid and main market systems are, with a few exceptions, the most important traffic routes of the State. The improvement of these routes, however, has not, up to this time, been entirely consistent with their traffic importance. There are sections of gravel and old, worn-out surfaces, narrow 9 to 16 foot pavements, as well as unimproved sections on these heavily traveled routes.

The largest volume of motor-vehicle traffic is found in the areas adjacent to large centers of urban population and on the main, through-traffic routes.

Of the 11,000 miles of the State highway system, 1.2 per cent carried 2,500 or more motor vehicles per day, 7.8 per cent carried 1,500 or more, 29.4 per cent carried 600 or more and 70.6 per cent carried less than 600 vehicles per day in 1925.

The northeastern part of the State is the most important traffic area and is also the region of densest population, motor vehicle registration, and industrial development. The southwestern area is very close to the northeastern section in traffic importance. The northwestern and southeastern parts of the State are of least present and expected future traffic importance.

Motor-truck traffic is an important part of total traffic on the principal routes. On the State system in 1925, 2.7 per cent of the mileage carried 200 or more trucks per day, 5.7 per cent carried 150 or more, 13.1 per cent 100 or more, and 27.5 per cent carried 60 or more trucks per day. Based on the traffic forecast, it is expected that by 1935 over 1,300 miles of State highways

will carry 200 or more trucks per day, while a comparatively small mileage is expected to carry from 500 to 1,000 trucks a day.

Four-fifths of the trucks operating on the State system are small units,  $2\frac{1}{2}$  tons capacity or less. The comparatively small number of large-capacity trucks and heavy loads observed may be attributed in a measure to the gross load limitation of 20,000 pounds fixed by law in the State.

The average daily density of traffic in 1925 was 538 vehicles on the State system, 132 on county highways and only 26 on township roads, each mile of road of the State system providing traffic service more than equal to that of four miles of county and twenty miles of town roads.

The Federal-aid system, slightly more than half the State system, carried 70.6 per cent of the daily traffic of the State system; the main market roads, approximately one-third of the State-system mileage, and included for the most part in the Federal-aid system, carried over half the traffic, and the principal routes of the system, 8.8 per cent of the mileage carried over one-fourth of the traffic.

Foreign traffic comprises but a small part of the total traffic except on the principal through-traffic routes. More than half of passenger car traffic consists of cars used for business purposes.

The survey clearly shows that the traffic using the State system is predominantly city passenger car and motor truck traffic, farm-owned passenger cars and motor trucks making up only 12.4 per cent and 15.5 per cent, respectively, of the total passenger car and motor-truck traffic. The improvement and maintenance of State highways is, therefore, primarily the result of the demand for highway service by city motor vehicle owners.

The volume of traffic in a given area is principally produced by the population residing within a radius of thirty miles, since less than 30 per cent of the truck traffic and less than 40 per cent of the passenger car traffic travels more than thirty miles.

The distribution of population is an important factor in planning highway improvements. Of the entire area of the State 80 per cent has a population of less than 80 persons per square mile and is the home of only 22.7 per cent of the total

State population, whereas the 9.4 per cent of the area that has a population of 160 or more persons per square mile includes 69.3 per cent of the population of the State.

These variations indicate marked differences in the necessity for highway service in the several parts of the State. In the densely populated areas the highway system should be planned to serve large volumes of traffic between the principal centers of population with tributary feeder routes connecting minor population centers with the primary traffic routes. These routes should be of sufficient width and improved with surfaces adequate to carry the large daily volume of traffic, as directly as possible; obstructions to the free movement of traffic, such as railway crossings at grade, sharp curves, heavy grades and congested traffic sections should be eliminated, and by-pass routes should be constructed to avoid the congestion which occurs when a main route passes through the business center of small villages and cities. In the sparsely populated areas the volume of traffic is smaller and its sources more scattered. A connected system of main routes comprising a smaller mileage, improved with gravel or the lower types of paved surfaces where traffic warrants such improvements, should satisfactorily meet traffic requirements in these areas, except on the main through routes traversing them. The removal of obstacles to the easy movement of traffic is not an important problem in areas of low population and traffic, particularly when the expectancy of future traffic increase is small.

The density of traffic on the various roads of the State system has been used as the basis for an estimate of traffic on the same roads in 1930 and 1935, applying for this purpose, the relation between the increase in traffic on the highways and the ratio of population to motor vehicle registration observed in other States. In 1925 there was one motor vehicle for each 4.7 persons in Ohio. Extending the past trend of this ratio to 1935, it is estimated that there will then be one vehicle for each 2.82 persons. On this basis the registration of 1935 is estimated at 2,607,000 motor vehicles, a registration approximately twice as great as that of 1925. As the yearly increase of motor-vehicle traffic on the highways has been

found to be practically in direct proportion to the growth of motor-vehicle registration, it may be expected that traffic on the State highways will increase 51 per cent between 1925 and 1930, and 28 per cent between 1930 and 1935.

As a basis for the plan of highway improvement, the State highways are classified in three groups designated as major, medium and minor traffic highways, according to their average daily

Experience in many States indicates that ordinary untreated gravel and similar surfaces cannot be economically maintained when the traffic exceeds 500 to 600 vehicles per day and similar experience in Ohio points to approximately 600 vehicles per day as the limit. Above that traffic density the type and design of surface required is largely a function of the frequency of heavy loads, the choice of types including bituminous



*Old S bridge on the National Pike, now U. S. Route 40*

traffic. Routes or sections of routes carrying 1,500 or more motor vehicles per day are classed as major routes; those carrying 600 to 1,500 vehicles per day as medium routes; and those carrying less than 600 vehicles daily are classed as minor routes. The routes or sections of routes are classed in this way on the basis of the observed 1925 traffic, and the estimated traffic for 1930 and 1935 is employed in a similar manner to indicate the probable classification in those years.

macadam for the lower densities and the several rigid types for roads of greater density.

If, on the basis of this experience, those sections of the Ohio State system which carry a traffic of 600 or more vehicles per day be considered as requiring a type of surface superior to untreated gravel, it is found that in 1925 over one-third of the 11,000 miles of the State system, or 3,852 miles, required such surfaces, and ten years later in 1935, based on the estimated traffic, approximately half the system, or 5,221 miles, should be so improved.

## EARLY HIGHWAY DEVELOPMENT

EARLY traces and trails of the Indians were the routes used by the early explorers and settlers, and these primitive paths had a marked influence on the settlement and development of the State, determining the locations of towns, villages, and many of the present highways. Cleveland, Cincinnati, Columbus, Dayton, Akron, Toledo, Canton, Portsmouth, Zanesville, and Sandusky are examples of the influence of water routes and early trails on the location of Ohio cities.

In 1799 Ebenezer Zane, authorized by the Federal Government, opened a road known as Zanes Trace, from Wheeling through Cambridge, Zanesville, and Chillicothe to Aberdeen on the Ohio River. For forty years this trace was the main highway of commerce and travel through southern Ohio.

One of the principal factors influencing the progress of Ohio during this early period was the building by the United States Government of the great national road, extending from Cumberland, Md., through Pennsylvania, Ohio, Indiana, and Illinois to the Mississippi River. Construction of this road, the Cumberland Pike, was completed on the section between Cumberland and Wheeling in 1817. In Ohio the road, following Zanes Trace approximately from Wheeling to Zanesville and thence due west through Columbus and north of Dayton to the Indiana line, was completed in 1837.

Transportation was slow and expensive over the early roads. The change from the bridle path to the wagon road resulted in important economic and social changes. The freight wagon replaced the pack train, and with the introduction of the stage coach there began an era of highway transportation which hastened the early settlement and economic development of the State.

State roads, authorized by the legislature between 1804 and 1810, and county, township and other main routes are shown in Figure 1. Many of the routes indicated on the first Ohio road map of 1810 are a part of the State highway system of 1926.

The early development of connected roads was largely in southern Ohio. This was largely due to the influence of water routes which played so important a part in the early settlement, an influence which was felt up to 1850. Throughout this entire period road development was most extensive in the southern section. The northeastern section was of secondary importance during this period. Cincinnati was the industrial and Chillicothe the political center of the State during the period prior to 1850. A century later the importance of the sections from the standpoint of highway traffic was reversed, northeastern and northern Ohio being the most important and



*The oldest house in Ohio; built by the Ohio Land Company at Marietta in 1788*

southern Ohio the least, on account of the commercial and industrial development and centralization of population in the north.

Road improvement was carried on largely by turnpike companies until 1843, when the county road commissioners were authorized by the legislature to construct free turnpikes, financing construction costs by levying taxes on all land located within two miles of the road.

The canal era of transportation began in 1825. In 1833 the State owned 400 miles of canals; in 1845, 800 miles, and by 1850 a total of 1,000 miles. The Miami and Erie, Ohio, Pennsylvania

## SURVEY OF TRANSPORTATION

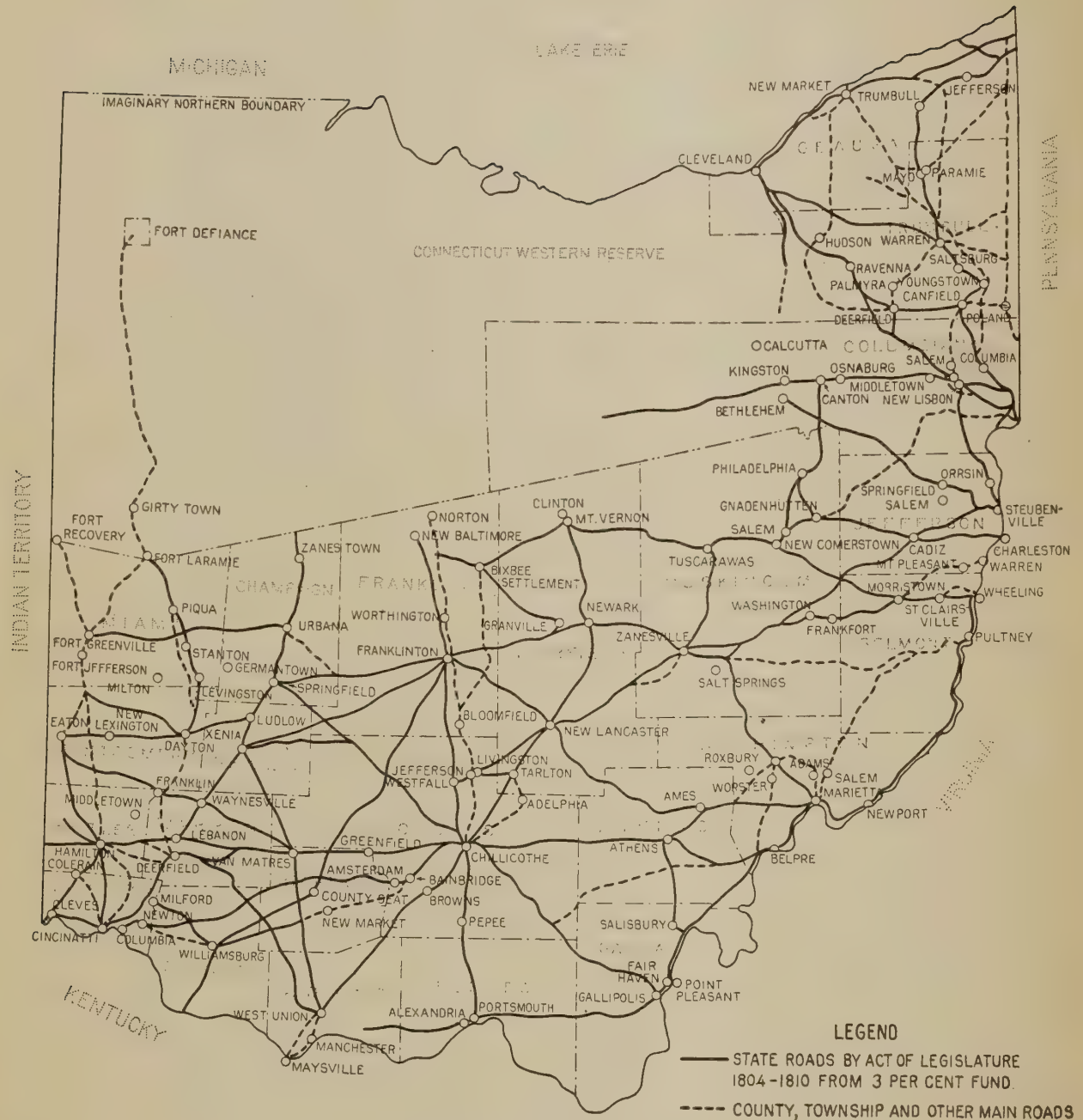


Fig. 1—Road Map of Ohio, 1810

and Ohio, Sandy and Beaver, and Whitewater were the more important canals of the State.

Rail transportation began in 1837. The Civil War and the following industrial depression marked the beginning of the canal's decline as a major part of the transportation system of the State and the emergence of the railroad as the principal method of freight and passenger haulage.

During the period of railroad development and the decline of the canal system public attention was diverted from road improvement; and the highways were not restored to their early importance as a transportation factor until the early part of the present century.

The first road law of 1792, enacted during the territorial period, provided for the opening of roads by a petition of 12 landowners. Although the law has since been modified there is a great similarity between its provisions and the law of 1925.

In 1804 a State fund was created which, because it was made up of three per cent of the income derived from the sale of public lands in the State by the Federal Government, was known as the "three per cent fund." It was this fund which made possible the system of early State roads and road improvements until 1850.

No systematic plan was followed, and from the beginning a practically continuous battle raged in successive legislatures over the distribution of construction funds from the "three per cent fund." From 1804 to 1830 the State road expenditures were \$342,000.00. After 1830 revenue from the sale of public lands diminished and the importance of the "three per cent fund" decreased.

In 1819 the first State tax levy for road construction was enacted, providing for \$1.00 for each 100 acres of good land; seventy-five cents for medium land and fifty cents for poorer lands.

Highway rights of way were established in 1824, those of the State roads being 66 feet, of the county roads 60 feet, and of the township roads 40 feet in width.

The change in policy which took the State out of active participation in road construction and maintenance was initiated in 1851 with the adop-

tion of the new constitution; and thereafter, until 1904, the counties and townships were solely responsible for road improvement. So firmly settled was this policy that, in 1892 when, in response to public demand for State assistance, a commission was appointed by Governor McKinley to investigate the need, the Commission recommended that "the State maintain an attitude of masterly inactivity, that public highways could never be more than a matter of local concern and should be left to the local communities." Following this advice the legislature made no change in the *laissez faire* policy of the State.



Old tollgate on the National Road, now U. S. Route 40

### Modern Highway Development

The State Department of Highways was created in 1904, but functioned at first only in an advisory capacity. The principle of State aid, used from 1804 to 1850, was again introduced in 1905 when each county was allotted \$113.00 for road improvement by the legislature; and this amount was increased each year until 1911, when \$5,000 was received by each of the 88 counties. In 1909 motor vehicle license fees were first introduced as a source of highway revenue, the income being distributed equally among the counties as State aid for road improvement.

The change in the duties of the State Department of Highways, which substituted actual control of highway construction for the purely advisory work with which it was first charged, occurred in 1910; and the first State system of

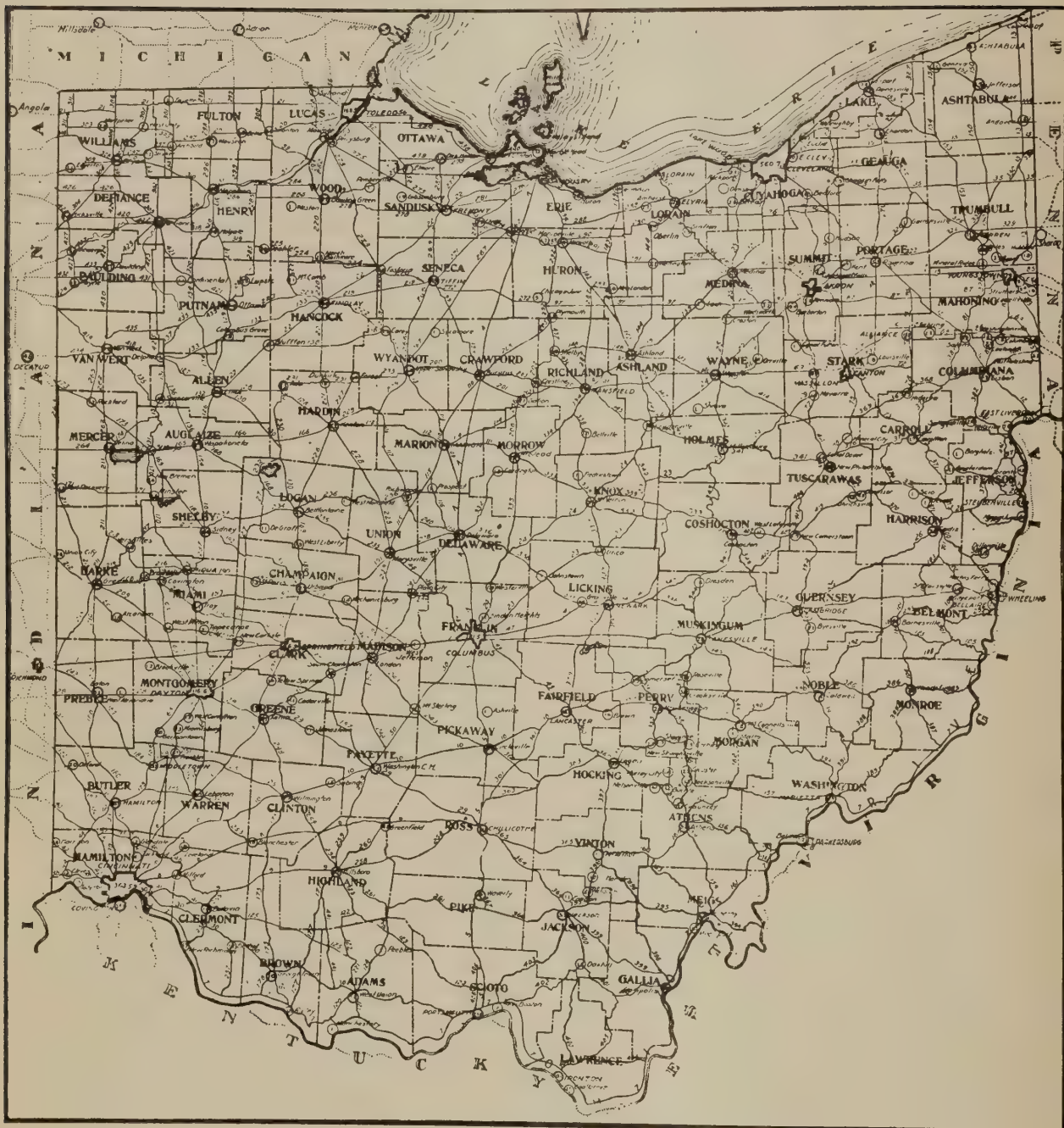


Fig. 2—The Inter-county Highway System as Authorized in 1911

highways, known as the inter-county system and shown in Figure 2, was authorized in 1911. This system was to be improved by the State in co-operation with the counties, and the principle of developing State roads in cooperation with the counties remained until 1927 the basic method of road improvement in Ohio.

A State levy of half a mill for the creation of

a State highway improvement fund, imposed in 1913, was reduced to three-tenths of a mill in 1914, increased to half a mill in 1917 and discontinued as a source of highway revenue in 1923.

The State Highway Advisory Board, with power to approve State contracts and the apportionment of funds to the counties, was created in 1917 and abolished in 1921.

The highway law of 1923 required the establishment of county highway systems, connecting the cities and villages of each county and joined with the inter-county system. To the cost of constructing the highways of these systems the State was authorized to contribute not less than \$1,000 and not more than \$2,000 for any one township each fiscal year; but the State department was given no control or supervision over the expenditure of the funds thus apportioned.

An act revising and recodifying the highway laws of the State was enacted in 1927. This measure abolishes county cooperation in the construction of State highways, except in counties having a tax duplicate of over \$300,000,000, which are permitted to cooperate in the reconstruction of worn-out surfaces. The measure also establishes a highway department separate from the department of public works, abolishes the inter-county and main market road system and establishes a State highway system.

Gasoline taxation was adopted as a source of highway revenue in 1925, when provision was made for a tax of two cents per gallon for maintaining, reconstructing and widening the main market and inter-county highways. Thirty per cent of the revenue from this tax is appropriated to municipalities, in proportion to the number of motor vehicles registered, for the purpose of maintaining and repairing public streets within municipal limits; twenty-five per cent is paid equally to the counties for maintaining county highways; and forty-five per cent is appropriated to the Department of Highways and Public Works for maintaining, repairing, reconstructing, and widening State highways.

New highway legislation in 1927 provides for an increase of one cent per gallon in the gasoline tax. Revenues from this increase are allotted to the State highway department for construction of State roads.

## STATE HIGHWAY IMPROVEMENT

ON January 1, 1914, there were 9,393 miles of inter-county highways, improved as shown in Figure 3 and Table 1. At that time traffic-bound stone roads constituted the principal type of improvement and less than half of the system was surfaced with types superior to gravel.

**Table 1—State of Improvement of the Inter-County Highway System, January 1, 1914**

Type of surface	Miles
Brick.....	179.3
Concrete.....	16.3
Waterbound macadam.....	206.0
Traffic-bound macadam.....	3,102.2
Gravel.....	2,721.7
Earth.....	3,144.3
Other types.....	24.1
Total.....	9,393.9

On January 1, 1926, the system had been increased to approximately 11,000 miles and was

improved as shown in Figure 3 and Table 2. By that date the mileage of waterbound macadam had been considerably reduced; the mileage improved with surfaces superior to gravel had been

**Table 2—State of Improvement of the Inter-county Highway System, January 1, 1926**

Type of surface	Miles
Brick.....	1,412.4
Concrete, plain.....	646.1
Concrete, reinforced.....	821.3
Sheet asphalt.....	292.7
Kentucky rock asphalt.....	162.5
Bituminous macadam.....	1,859.2
Surface-treated macadam.....	1,307.2
Gravel, slag, stone, cinders..	3,000.0
Earth and unimproved.....	1,282.4
Total.....	10,783.8

increased to more than six-tenths of the total; and approximately one-fourth of the total mileage was improved with concrete or brick pavements.

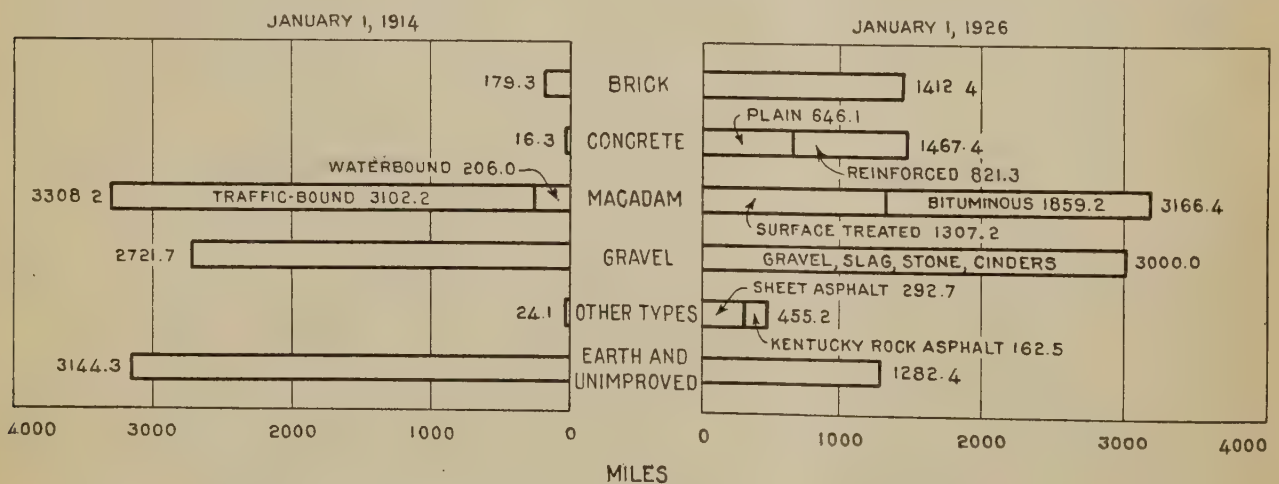


*At the city limits of Zanesville on the National Road in 1913*

The map (fig. 4) shows the character of improvement of the Federal-aid and inter-county highway systems and the width of surfacing as of January 1, 1927.

Widths of rights of way on the present highways have been fixed largely by early restrictive legislation and by the width adopted for various

roads laid out by the State, counties, and townships and also by the early turnpike and plank road companies. On State roads the present width varies from 40 to 120 feet with 60 feet predominating. The Director of Highways is authorized to acquire additional or new right of way by purchase or condemnation, but on pro-

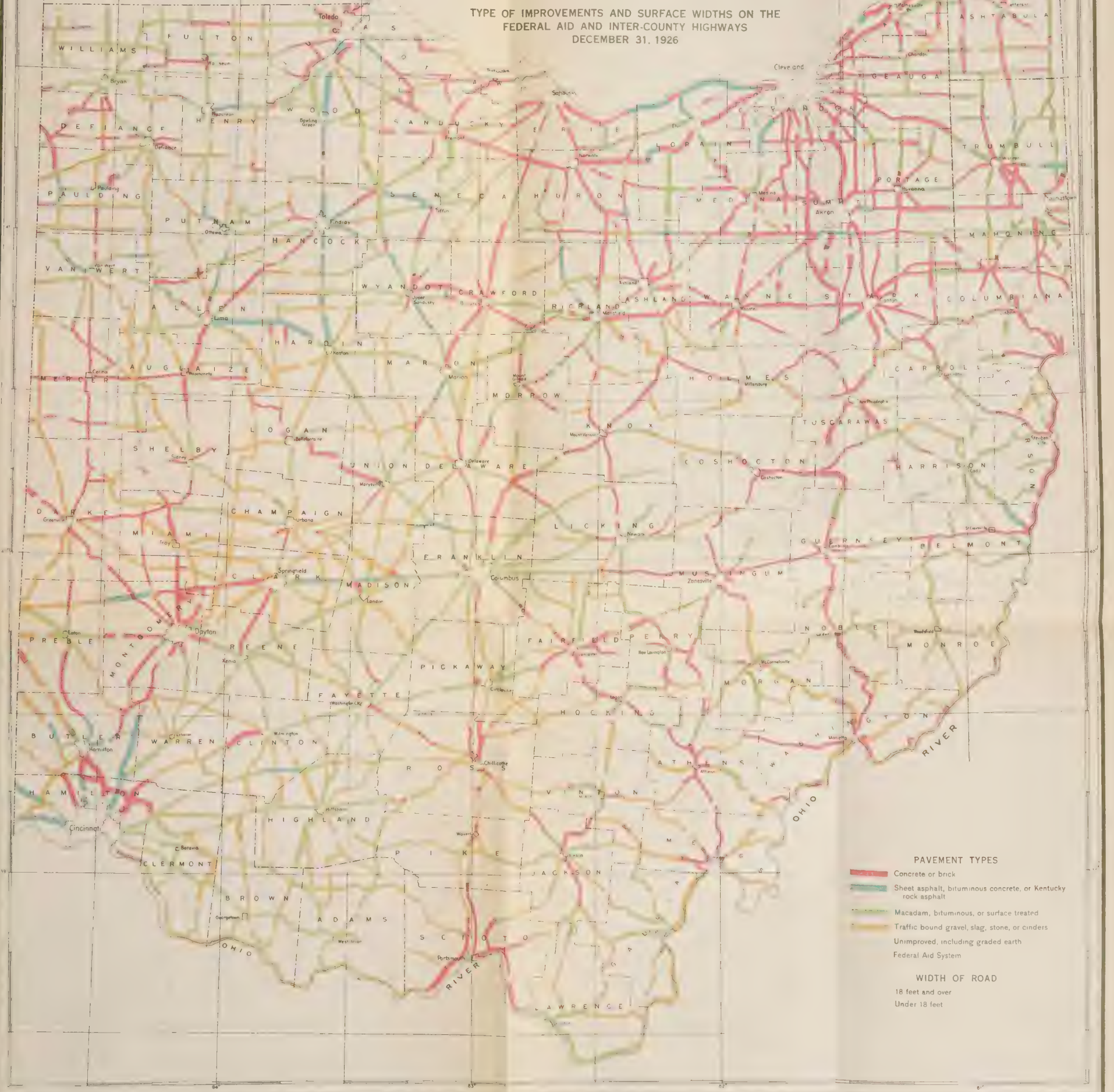


*Fig. 3—State of Improvement of the Inter-county Highway System in 1914 and 1926*

FIGURE 4

# HIGHWAY TRAFFIC SURVEY OF THE STATE OF OHIO

TYPE OF IMPROVEMENTS AND SURFACE WIDTHS ON THE  
FEDERAL AID AND INTER-COUNTY HIGHWAYS  
DECEMBER 31, 1926



- PAVEMENT TYPES**
- Concrete or brick
  - Sheet asphalt, bituminous concrete, or Kentucky rock asphalt
  - Macadam, bituminous, or surface treated
  - Traffic bound gravel, slag, stone, or cinders
  - Unimproved, including graded earth
  - Federal Aid System
- WIDTH OF ROAD**
- 18 feet and over
  - Under 18 feet



*Types of Ohio Federal-aid roads*Upper left—*Bituminous concrete*Center—*Concrete*Upper right—*Brick*Lower left—*Kentucky rock asphalt*Lower right—*Bituminous macadam*

jects in which the State and a county cooperate the county is required to provide the right of way.

Present surface widths of State highways range from 10 to 50 feet, with 14, 16 and 18-foot widths predominating. A large mileage of narrow surfaces, now part of the State system, was constructed by the State and counties in past years as a temporary expedient to provide as large a mileage of surfaced roads as possible with limited funds. At present no surface less than 18 feet in width is being built by the State, and

narrow surfaces are being widened to 18 feet or more as rapidly as funds permit.

#### Revenues and Expenditures of the State Highway Department

The revenues of the State highway department since its organization as an advisory body in 1904 have been received from several sources, and statutes governing these revenues have been frequently changed. During the period when the State highway department existed in an advisory capacity only, appropriations for State aid were



*Fifty-foot brick pavement on the Columbus-Delaware Road, U. S. Route 23*

made from the general fund. For this purpose \$10,000 was appropriated for the fiscal year 1904-1905, \$150,000 per year during the two succeeding years and \$440,000 per year for each succeeding year to 1913.

Beginning in 1909, following the enactment of

the first automobile license law, the State-aid fund was increased by the revenues derived from motor vehicle license fees.

Since 1909 motor vehicle license fees have been used for highway purposes, but the distribution and use of such funds has undergone numerous changes. The total receipts from this source have increased from \$36,209.60 in 1908 to over \$13,000,000 in 1925. Since 1919 one-half of these revenues has been returned to the counties, and one-half retained for the State highway department.

Shortly after the duties of the highway department were enlarged to include highway construction and concurrent with the creation of the inter-county road system, a State levy for highway purposes was enacted. In 1914 a tax levy of one-half mill produced \$3,400,000. From 1915 to

**Table 3—Expenditures of the Ohio State Highway Department<sup>1</sup> 1905-1926**

Year	Total	Maintenance and repair	Construction	
			Inter-county highways	Main market highways
1905.....	\$460.35		\$460.35	
1906.....	54,545.28		54,545.28	
1907.....	110,064.94		110,064.94	
1908.....	260,394.54		260,394.54	
1909.....	397,924.38		397,924.38	
1910.....	462,792.50		462,792.50	
1911.....	247,916.97		247,916.97	
1912.....	496,496.70		496,496.70	
1913.....	668,220.22	\$12,038.60	656,181.62	
1914.....	1,489,675.88	178,394.88	843,763.42	\$467,517.58
1915.....	3,595,857.80	855,915.41	2,057,622.13	682,320.26
1916.....	2,779,879.66	783,003.19	1,597,758.35	399,118.12
1917.....	2,811,853.48	1,361,092.10	1,048,355.47	402,405.91
1918.....	4,040,201.77	2,236,888.49	1,065,016.26	738,297.02
1919.....	3,971,383.79	2,024,194.06	1,277,053.60	670,136.13
1920.....	5,589,970.49	3,494,277.11	1,315,842.59	779,850.79
1921.....	11,448,835.79	4,127,405.03	5,161,292.95	2,160,137.81
1922.....	7,681,709.19	2,712,898.64	4,195,914.52	772,896.03
1923.....	8,659,608.04	4,444,939.36	3,174,035.23	1,040,633.45
1924.....	11,802,207.99	6,206,136.68	4,163,114.31	1,432,957.00
1925.....	12,214,315.97	8,066,056.23	3,157,456.96	990,802.78
1926.....	16,949,950.81	12,616,635.07	3,431,025.31	902,290.43
	\$95,734,266.54	\$49,119,874.85	\$35,175,028.38	\$11,439,363.31

<sup>1</sup> These expenditures represent exclusively State funds. In addition to the expenditures shown there were county expenditures of \$87,000,000 and Federal-aid expenditures of \$19,000,000.

1917 the annual levy was three-tenths of a mill which produced each year from \$2,300,000 to \$2,700,000. In 1917 the levy was again increased to one-half mill, which during that year produced \$4,500,000. The State tax levy for highway purposes was abolished in 1923 and since that time highway revenues have been derived from biennial appropriations from the General Reve-



*Removing snow on State Route 2*

nue Fund together with income from motor vehicle license fees and, effective in 1925, from the motor vehicle fuel tax.

Total expenditures of State funds only by the State highway department from 1905 to December 31, 1926, including expenditures for State aid, construction, maintenance, and repairs, are approximately \$96,000,000. Beginning in 1913 a special fund was established for maintenance and repair, and beginning in 1915 special funds were also established for construction on the inter-county highway system and the main market road system. Total expenditures of State funds by years are shown in Table 3.

Expenditures on the State highway system for construction, maintenance and repair for the period 1904 to 1926, inclusive, total approximately \$202,000,000, of which \$96,000,000 was expended by the State, \$87,000,000 by the counties and \$19,000,000 by the Federal Government. Of this sum \$148,000,000 has been expended for construction of highways and \$54,000,000 for maintenance.

Of the State funds approximately \$49,000,000 have been expended for maintenance. Maintenance expenditures from county funds have been



*A 9-foot brick pavement on State Route 6 widened temporarily with cinders and gravel*



*Painting guard rail with spray machine on State Route 53*  
small, totaling approximately \$5,000,000 for the entire period, and Federal-aid funds are expendable exclusively for construction of highways.

#### **Status of State and County Cooperation Prior to 1927**

Improvements of the inter-county highway system are made on the State-aid basis. All construction in which the State participates is carried on by the Department of Highways, but the initiation of each project rests with the county commissioners. The annual program for each county is formulated by mutual agreement between the Director of Highways and Public Works and the county commissioners. Three-fourths of the biennial appropriations made by the legislature to the inter-county highway improvement fund are distributed equally among the 88 counties of the State and one-fourth is spent at the discretion of the Director on the main market inter-county highways. When petitions for improvements in

any county have been made by the county commissioners, the State is authorized to pay 60 per cent of the improvement cost provided the funds available for improvements in such county are sufficient. If State funds are not sufficient to cover 60 per cent of the cost of the proposed improvements, or for any other reason, the State may pay such proportion of the costs as may be agreed upon by the Director of Highways and the county commissioners or township trustees.

In counties in which the aggregate of the tax duplicate for real estate and personal property is less than \$22,000,000 and in which there are at least 700 miles of public highways, the Director of Highways may, by agreement with the county commissioners, pay not to exceed 90 per cent of the cost of the proposed improvement. In counties having a tax duplicate for real estate and personal property of between \$22,000,000 and \$30,000,000, and having at least 700 miles of public highway, the Director of Highways may, by agreement with the county commissioners, pay not to exceed 75 per cent of the cost of the proposed improvement. The cost of improvements as described above includes all costs of highway construction, but does not include costs of additional right of way, which must be provided by the county.

The county's share of the construction costs may be distributed between the county, townships and adjacent property owners.

The counties may construct or improve an inter-county highway wholly with their own funds. In such cases plans and specifications must be approved by the Director of Highways and must conform to the specifications and standards adopted by the State department of highways for main market and inter-county highways. Appropriations for the improvement of the main market roads are established as a separate fund, and are expended under the supervision of the Director of Highways. He is authorized to use these funds in the improvement of any part of the main market road system which he may deem necessary without restrictions as to county or section of the State. Such improvements may be initiated by the Director of Highways or by the counties and may be completed wholly with State

funds or with the cooperation of counties or local subdivisions for the entire project or for any part of the project.

The department of highways maintains the inter-county highway system after such roads are taken over by the State. The gasoline tax law of 1925 authorized the department of highways, as soon as practicable, to take over for maintenance all mileage of the inter-county highway system outside of incorporated municipalities.

Present statutes provide for complete control of the maintenance of the entire inter-county highway system and complete control of construction on the main market system, by the State department of highways. As a matter of fact, however, the same policies as to county cooperation have been followed on the main market roads as on other inter-county highways. On that part of the inter-county highway system which is not included in the main market road system, the State pays the major part of construction costs, but the initiation of improvements must come from the local units, thus limiting the powers of the State in developing a continuous system of highway improvements.

### Organization of Division of Highways

The Division of Highways is the principal part of the Department of Highways and Public Works and is under the direction of G. F. Schlesinger, Director of Highways and Public Works appointed by the Governor.

The Director has supervision of and is responsible for the activities of the Division of Highways, including construction, maintenance and regulation of the main market and inter-county highways, and assistance to counties and local subdivisions in the selection of county highway systems.

The State highway engineer, H. J. Kirk, is the chief executive of the Division of Highways and is appointed by the Director. Under the general supervision of the Director, he has charge of all engineering work of the division and general supervision over the administrative bureaus and sections of the department and the field forces.

The functional organization of the Division of Highways, headquarters and field forces, is shown

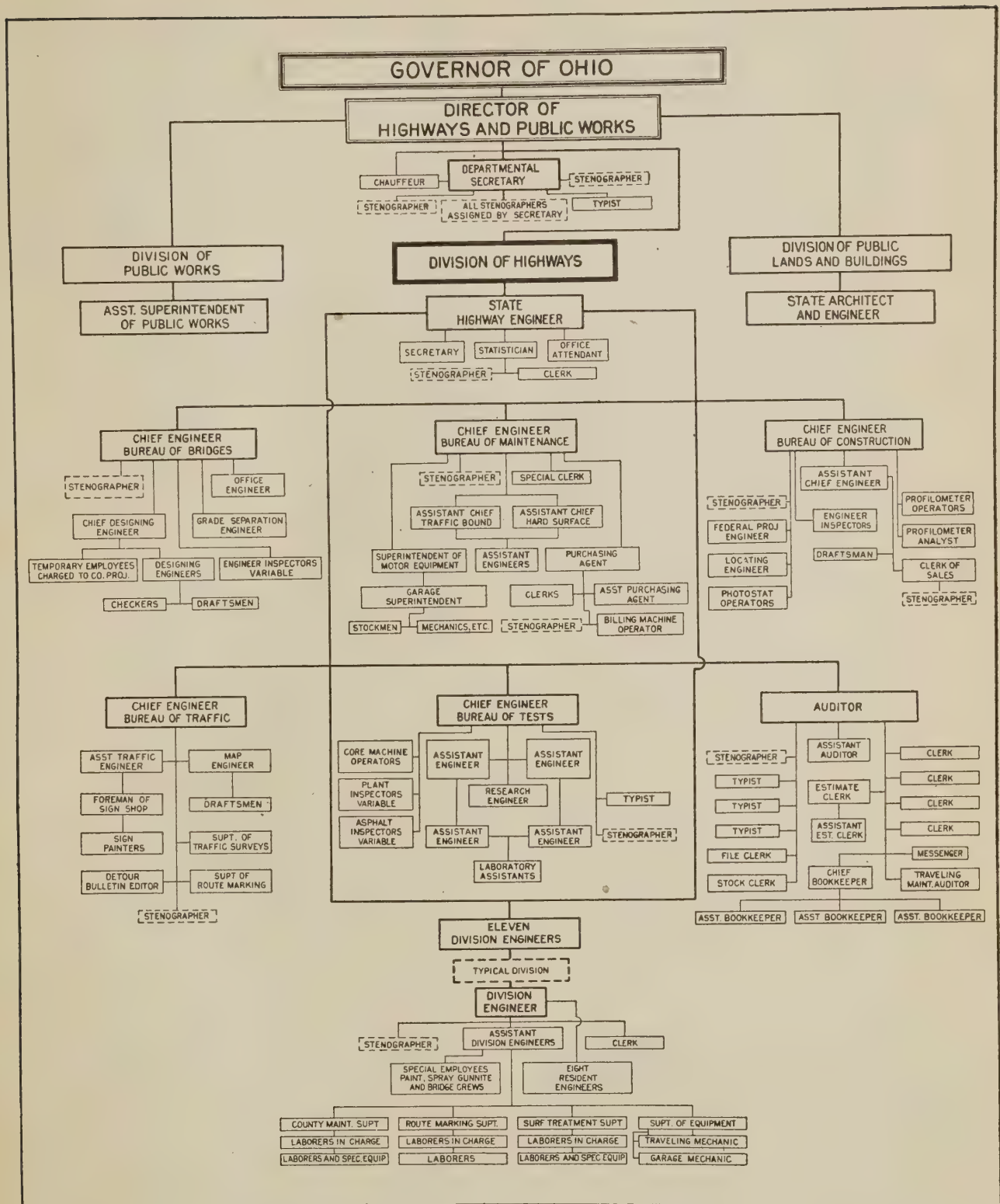


Fig. 5—Chart of the Organization of the Ohio Department of Highways and Public Works

in Figure 5. The headquarters organization is divided into three major bureaus—construction, maintenance, and bridges, and two minor bureaus—tests and traffic, each in charge of a chief engineer of bureau. These five chief engineers of bureaus, together with the auditor, are assistants to the State highway engineer.

The chief engineer of the bureau of construction has charge of all matters pertaining to road construction and improvement. He has general supervision over the preparation of plans, specifications, and estimates for construction on the main market and inter-county highways.

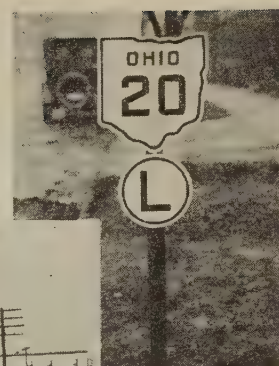
The chief engineer of the bureau of bridges is responsible for bridges, structures, drainage and grade crossing elimination on the main market and inter-county highways. He also serves in an advisory capacity for similar construction on the county and township roads on projects estimated to exceed a cost of \$10,000 when so requested by the minor subdivisions of the State.

The chief engineer of the bureau of maintenance is in charge of the maintenance and repair of main market and inter-county highways. The purchasing agent, through whom all purchases for the entire Division of Highways are made, is included in the Bureau of Maintenance.

The chief engineer of the bureau of tests has charge of the State testing laboratory, tests construction and maintenance materials, carries on research as to the use and testing of various materials, and prepares specifications for all classes of materials used in construction and maintenance.

The chief engineer of the bureau of traffic is responsible for route marking and signing, preparation and publication of maps, distribution of

*Standard route marker used on all State highways*



*Standard U. S. route marker*

*Direction signs that can be read without stopping the car*

*Typical road signs and markers*

information regarding condition of routes, and traffic studies.

The auditor supervises the bookkeeping of the Division of Highways, prescribes the required system of accounting for the Division, and audits all bills paid from funds of the Division.

The field forces are organized in eleven divisions, each in charge of a division engineer under the supervision of the State highway engineer. Each division includes eight counties and all are similar in organization.

Under such regulations as the State highway engineer may prescribe the division engineer is authorized to act for the State highway engineer in all matters arising in the division to which he is assigned. He has charge of construction, maintenance and inspection of all work performed in his division on the main market and inter-county highways. Assisting the division engineers in each division, there are assistant division engineers and eight resident engineers—one in each county of the division. The resident engineers in most cases are the county engineer or county surveyor. Surveys, plans and estimates for construction projects in the county are pre-

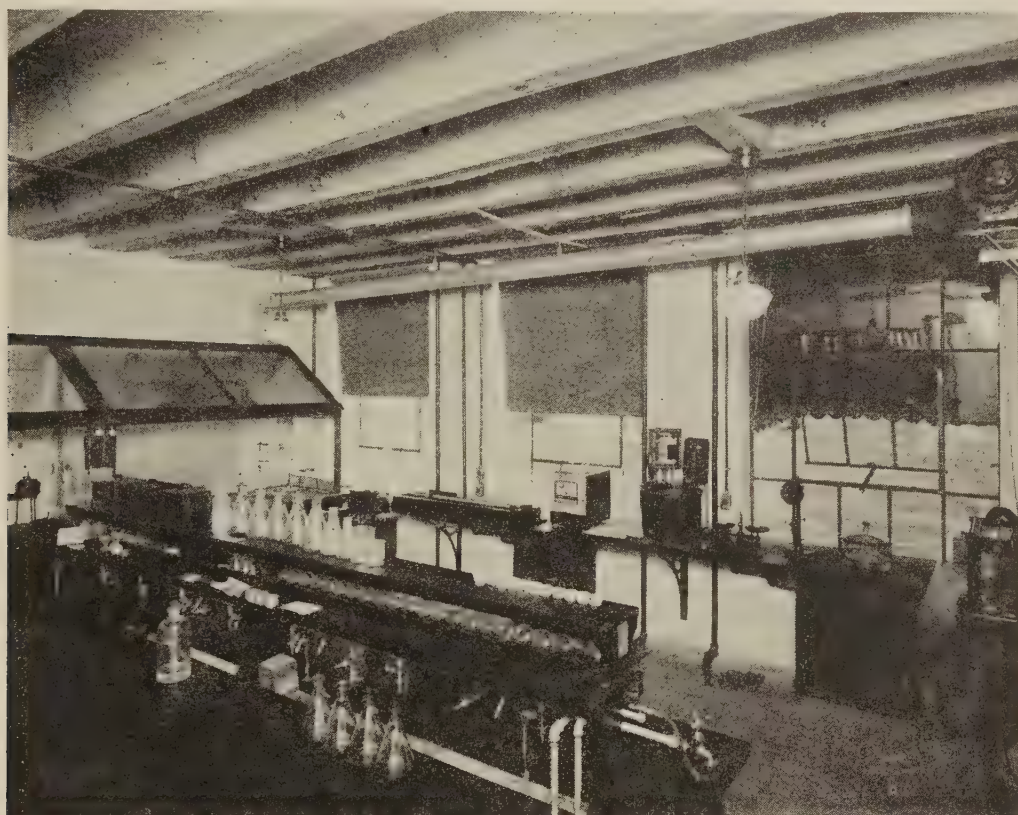


*Typical pavement marking at a railroad grade crossing*

pared by the resident engineer and submitted to the Director of Highways through the division engineer and the State highway engineer. Inspectors are assigned to each construction project in progress by the division engineers, to inspect construction methods and workmanship and quality and quantity of materials used. Maintenance work is in charge of an assistant division engineer in each division and is directed by a maintenance superintendent in each county. Each division also employs a superintendent of route

mile shall be done by contract and less expensive projects may also be let as contract work. It has been the policy of the Department to use the contract method wherever practicable, but many maintenance operations are not well adapted to performance by contract, and on this account the maintenance of the main market and inter-county highways has been carried on largely on a force-account basis.

The main market and inter-county highways have been completely equipped with route mark-



*The Bituminous Laboratory of the Department of Highways and Public Works*

marking, a superintendent of surface-treatment work, and a superintendent of equipment.

The personnel of the division forces engaged in construction, maintenance, and route marking are under the general supervision of the respective bureaus of the headquarters organization.

Construction on the main market and inter-county highways is carried on almost exclusively by contract work. Bridges and structures are also in most cases built by contract.

The statutes require that all maintenance projects estimated to cost in excess of \$3,000 per

ers and directional signs under the supervision of the bureau of traffic.

All State routes are designated by numbers and are completely marked with these numbers. Changes in direction are indicated and necessary warning signs installed. Railroad grade crossings are marked by a series of transverse bands painted on the pavement. Detours are marked by standard signs.

The bureau of tests has made exhaustive studies of the quality of road building materials in the State through its tests of material samples.

## THE TRAFFIC SURVEY

**T**HE purpose and justification of highway development and the expenditure of public funds for highway improvement is the production of highway transportation service. During the past two decades the demand for highway service has been rapidly increasing. Motor-vehicle registration in Ohio has increased from a few thousand vehicles in 1905 to 1,346,400 in 1925, with an increase of over 640 per cent during the period from 1915 to 1925. To meet the ever-increasing demands for highway service public funds, under the supervision of the State, have been expended on the State highway system, during the period 1905 to 1926, to the amount of \$202,000,000.

The public business of providing highway service through the development of highway systems has become an industry of the first rank. Successful management of this public industry, fundamentally similar to the management of a private business, requires (1) sound analysis of the demand for the product, (2) efficient production methods, and (3) proper financing of the business. Failure to deal properly with any one of these three phases of the business results in the uneconomic expenditure of public funds and unjust burdening of the tax payers.

The fundamental purpose of traffic or highway transportation research is to provide for the highway executive an accurate and reliable analysis of the demand for highway service. Progress in highway development can not be measured merely in terms of miles of highway construction or of millions of dollars expended. The true measure is the degree to which efficient highway transportation service is provided with available revenues, labor, equipment and materials.

The demands for highway service can be measured only by an accurate and comprehensive study of present traffic, its volume and type, leading to an estimate of the future volume and character of traffic on the highway system and the individual routes.

The Ohio traffic survey was undertaken for the purpose of providing such accurate knowledge of traffic on the highways of the State and of

translating this knowledge of present and expected future traffic into a plan of highway development which would satisfactorily and economically meet traffic requirements on the State highways.

To accomplish this purpose the following specific information has been provided:

1. The relative traffic importance of the State, county and township highway systems, as a basis for the distribution of public funds among these systems.
2. Classification of routes of the State highway system on the basis of present and expected future traffic, the volume and characteristics of such traffic involving, (a) average daily, maximum and expected future total traffic and truck traffic, (b) present and expected future number of small, medium and large-capacity trucks, (c) present and expected future number and frequency of heavy gross loads and wheel loads, and (d) present and expected future special traffic movement.
3. Establishment of a plan of highway improvement for a period of several years based on the traffic classification of highways. Design requirements and selection of types of highway construction will vary with physical and climatic conditions and traffic. The plan of highway development as established proposes the construction of such highway surfaces as will, under existing physical and climatic conditions, serve the expected traffic on the route during the major part of the life of the improvement.

### The Methods of the Survey

The traffic survey, cooperatively conducted by the Bureau of Public Roads, United States Department of Agriculture and the Ohio Department of Highways and Public Works, was begun in December, 1924, and continued for a period of one year.

During the survey, traffic data were recorded at 1,158 points on Ohio highways as shown in Figure 6. At 358 of these points complete data were recorded one day each month during the year period. At the remaining 800 points counts of passenger cars and motor trucks were obtained on three days during the summer months. Data

modity carried, and tire equipment. At alternate operations at 156 stations, total gross and rear-axle weights were measured by means of portable scales. Passenger-car data included State of registration, place of ownership, purpose of trip, origin, destination and number of passengers.



*A typical traffic survey station*

obtained at these stations included a count of passenger cars, motor trucks, motor busses, horse-drawn vehicles, foreign vehicles, and detailed truck and passenger car data. Motor-truck data included the capacity of the truck, State of registration, place of ownership, origin, destination, type of origin and destination, com-

Each operation consisted of a ten-hour observation period, alternating between 6 A. M. to 4 P. M. and 10 A. M. to 8 P. M. Special observers tabulated traffic between 8 P. M. and 6 A. M. at selected stations. Complete 24-hour observations were therefore available at these stations which were made the basis of computation of

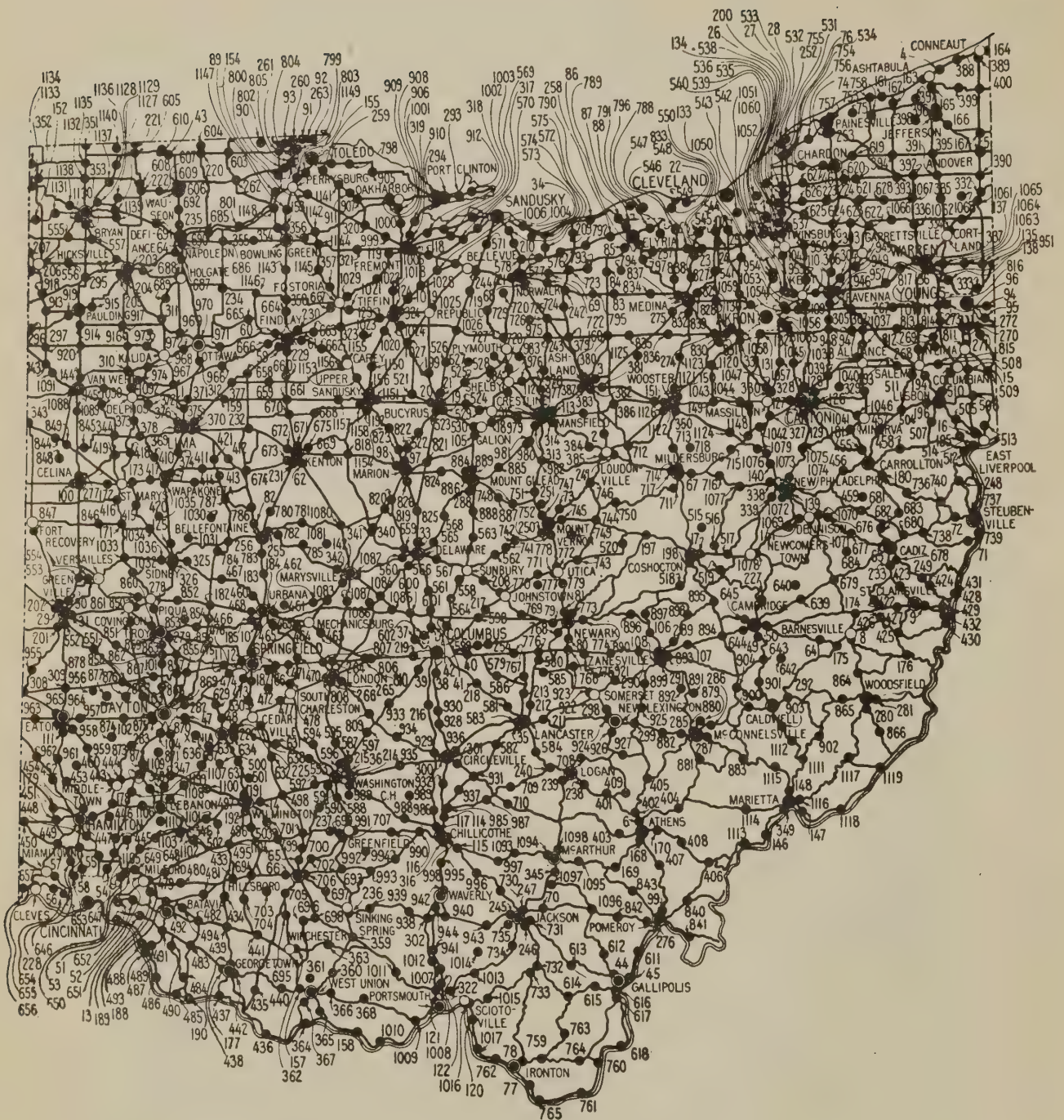


Fig. 6—Location of Traffic Survey Stations in Ohio

hourly variations in traffic and of average daily traffic at all stations. Traffic observations for week periods were also made at selected stations to determine variations in traffic by days of the week. Seasonal variations were computed from the monthly operations at all stations. Stations were operated on a carefully planned schedule which permitted operations on the various days of the

week and prevented duplicate recording of traffic.

Traffic was observed on practically all sections of the State highway system and stations were so located as to enable close observation of the variations in traffic on various routes and sections of routes. Stations were also located on representative sections of the county and township highway systems in all sections of the State.

## DENSITY OF TRAFFIC

THERE are in Ohio approximately 84,884 miles of rural highway, of which, on January 1, 1926, 11,000 miles were inter-county highways, constituting the State highway system. Of the remaining 73,884 miles, 22,991 were included in the county system, and 50,893 were township roads. Federal-aid highways included in the State highway system aggregated 5,899 miles, and the main market road system 3,486 miles.

Upon the 84,884 miles it is estimated that in 1925 there was a motor vehicle movement of approximately 3,746,360,000 vehicle-miles.<sup>1</sup> The relative importance of the State highway system is indicated by the fact that although it includes but 13.0 per cent of the entire rural road mileage, it carried 2,160,435,000 vehicle-miles, or 57.7 per cent of the total motor vehicle traffic during 1925. The average daily motor vehicle traffic upon the State highway system is over nine times that upon the county and township roads.

The daily volume of traffic on different parts of the State highway system varies widely. The number of motor vehicles per average twenty-four hour day varied from 5,583 on Route U. S. 30 between Canton and Massillon to a minimum of less

than 20 vehicles on several unimproved sections. The State highway system includes 4,180 miles on which the average daily motor vehicle traffic was less than 200 vehicles. County and town roads include a considerable mileage on which the average daily traffic was less than 5 vehicles per day.

Highway traffic is almost exclusively motor vehicle traffic. During 1925 the density of horse-drawn vehicles was recorded at all survey stations, but it was early apparent that their numbers were so few as to warrant no consideration in highway planning. The average traffic of horse-drawn vehicles on State highways is less than 7 per day.

Motor bus traffic is important on several of the State routes. It is, however, a specialized movement, and its volume on any highway is the product of several factors which have little effect upon other motor vehicle traffic. Motor bus traffic is, therefore, discussed separately and motor vehicle traffic as discussed in this report refers only to passenger cars and motor trucks.

Appendix III shows the traffic density at each of the 1,158 points where traffic was observed during the survey,<sup>2</sup> and shows also, by counties, the routes upon which traffic was observed, the

<sup>1</sup> In this report certain terms, frequently used, have invariably the same meaning. These terms and their definitions are as follows:

*Vehicles* refers only to motor vehicles (passenger cars and trucks) exclusive of horse-drawn conveyances.

*Traffic* is defined as the movement to and fro of vehicles over a highway.

*Density of traffic* is defined as the number of motor vehicles passing any given point on a highway in a unit of time. For example, on Route U. S. 30 between Massillon and Canton the average daily density of traffic was 5,583 vehicles, which means that during an average 24-hour period 5,583 vehicles passed any given point on this five miles of highway. Unless a different unit of time is specifically stated density of traffic refers to the number of vehicles passing any given point on a highway during a day of 24 hours.

The accuracy of the determination of density of traffic is influenced by the distance between the survey stations. Exactness of method would require a density record for each point on the highway system where traffic varies. The cost involved in proportion to the relatively small gain in accuracy does not justify location of traffic observation points at close intervals. The density computed for each station on the Ohio highway system is applied to the short sections of highway reasonably adjacent to each station on which there is but little variation in traffic.

*Daily* refers to a day of 24 hours.

*Vehicle-mile* is defined as the movement of a motor vehicle one mile.

Average daily vehicle-mileage on the highway system is calculated by multiplying the average daily density of traffic (vehicle-miles per mile of highway is numerically equivalent to the average density of traffic on a mile of highway) on each section of highway, by the highway mileage of each section, and adding the products.

*Vehicle-miles per mile* is defined as the sum of the mileage traveled by all motor vehicles in passing over one mile of highway. It is numerically equal to the average density of traffic on one mile of highway.

*Ton-mile* is defined as the movement of a ton one mile.

*Net tonnage* refers to the net weight of the motor truck cargo.

*Gross tonnage* or *gross load* refers to the weight of the motor truck cargo and vehicle.

*Foreign traffic* represents vehicles having other than Ohio State license tags. Foreign vehicle-mileage is calculated by applying the percentage of foreign vehicles at each station to the total vehicle-mileage on the sections of highway adjacent to each station and adding to obtain the total foreign vehicle-mileage. Similar procedure is used in calculation of farm and city, business and non-business and touring traffic, and trucking for hire.

<sup>2</sup> The location of each traffic station is shown on Figure 6.

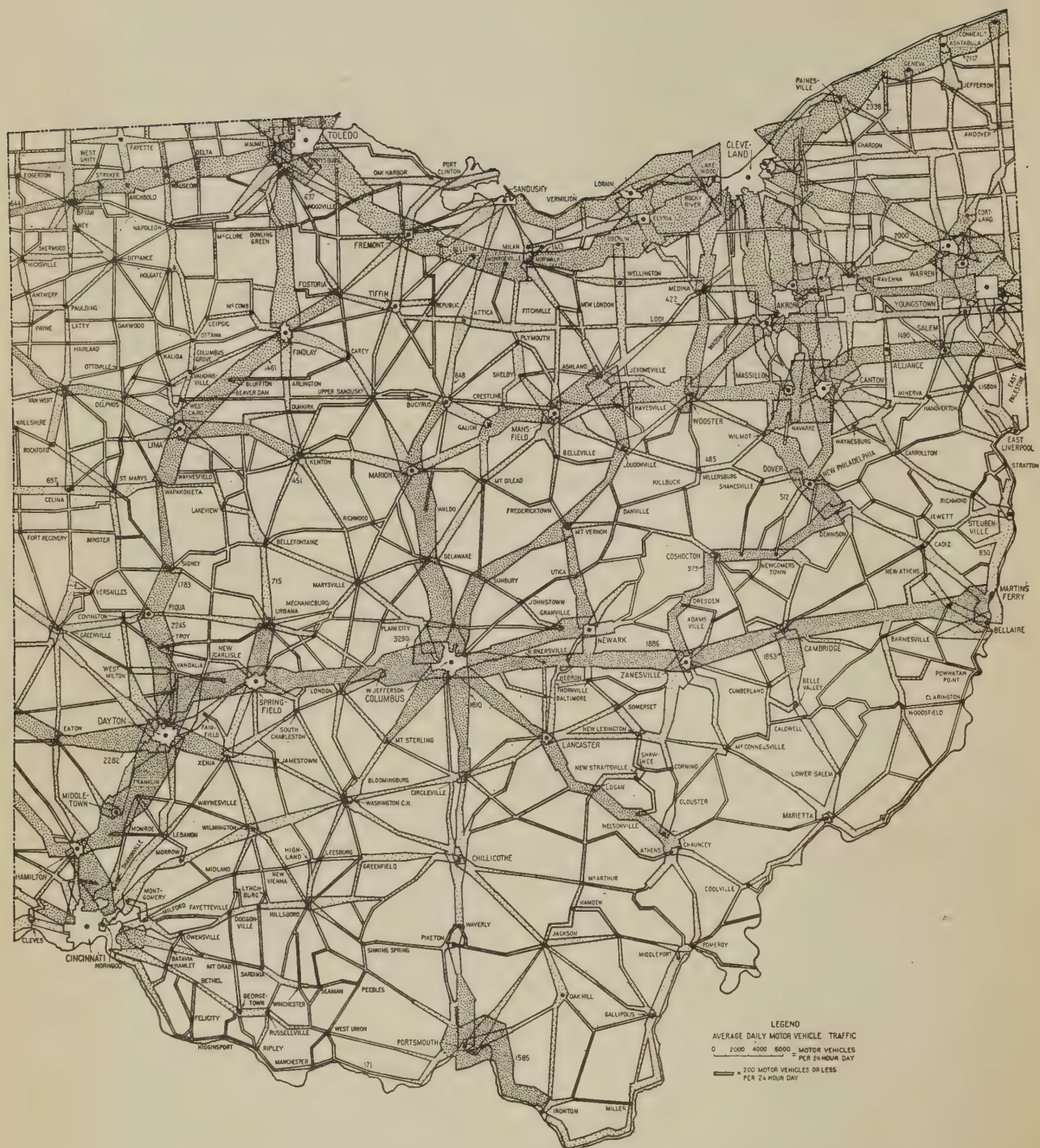
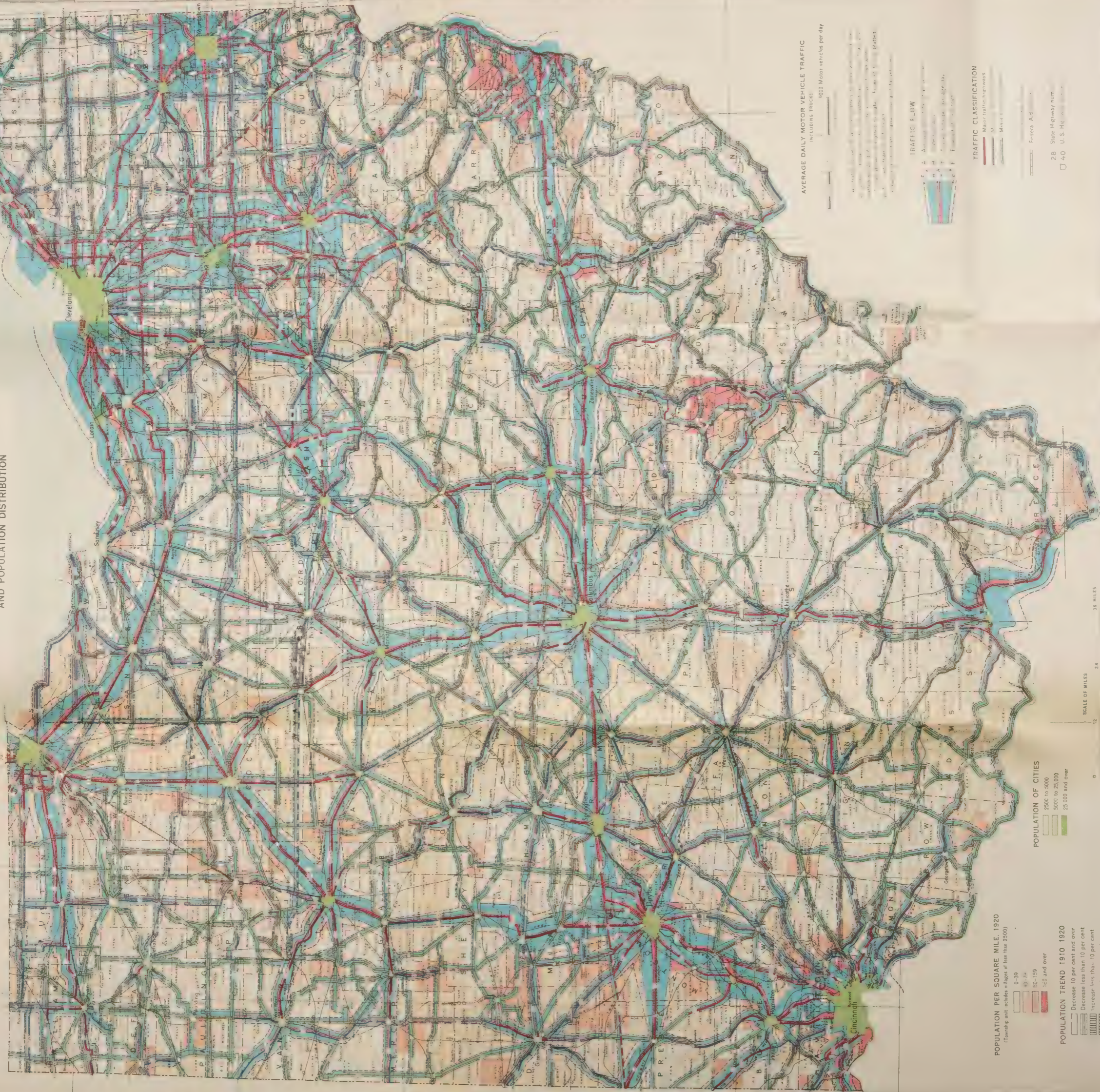


Fig. 7—Average Daily Density of Motor Vehicle Traffic on the State Highway System

FIGURE 8

HIGHWAY TRAFFIC SURVEY  
OF  
THE STATE OF OHIO  
MOTOR VEHICLE TRAFFIC ON THE STATE HIGH-  
WAY SYSTEM WITH TRAFFIC CLASSIFICATION  
AND POPULATION DISTRIBUTION





average density of motor vehicle traffic for a 24-hour day, the average daily density of motor truck traffic, the normal maximum traffic, and the estimated traffic for 1930.

The average daily distribution of total traffic on the State highway system is shown in Figure 7. The more important traffic routes of the State are apparent.

The basic traffic map of the report, Figure 8, shows the distribution of passenger car and motor truck traffic on each section of the State highway system, estimated 1930 traffic, the traffic classification of each section of highway, and the density and trend of population by townships.<sup>3</sup>

### Principal Traffic Routes

The largest volume of traffic of both passenger cars and trucks is found in the areas adjacent to large centers of urban population and on the main through routes. The concentration of traffic in the areas immediately adjacent to the larger cities of the State is apparent. The principal through routes are also clearly evident as broad bands serving wide areas in the State and connecting the important cities of Ohio and nearby States. The traffic importance of these principal routes is the result of local traffic of the area augmented by the traffic moving between larger centers of population. Among the more important of the through routes are the following: The Buffalo-Chicago Highway, crossing Ohio near its northern border, connecting the Buffalo and Erie territory with Cleveland and surrounding cities, Toledo and other points in Ohio, and cities in Indiana, Michigan and Illinois; the National Pike from Bridgeport through Zanesville, Columbus,

Springfield and Dayton,<sup>4</sup> and connecting Wheeling and eastern points with central Ohio cities and cities in Indiana, Illinois, and points west; the Lincoln-Harding Highway (route U. S. 30) through Canton, Mansfield, Marion and Lima, connecting Pittsburgh and Pennsylvania cities with the above cities in Ohio and with Indiana and Illinois cities to the west. Crossing the State in a north-and-south direction are the Dixie Highway, from Toledo through Dayton to Cincinnati, connecting Detroit and other Michigan cities with areas south of Ohio; the Scioto Trail, from Sandusky via Marion and Columbus to Portsmouth; the Cincinnati-Cleveland (the "C. C. C.") Highway; and the Cleveland-Marietta Highway, via Akron, Canton, New Philadelphia and Cambridge.

The principal through routes coincide in general with the routes adopted for uniform marking by the American Association of State Highway Officials in November, 1926, referred to as U. S. routes, of which the most important east and west are U. S. 20, 30, 40, and 50, and the most important north and south are U. S. 21, 23 and 25.

Route U. S. 20 from the Pennsylvania line follows the Buffalo-Chicago Highway west through Ashtabula, Cleveland, Elyria, Norwalk and Fremont. A few miles west of Fremont it diverges from the present heavily-traveled route and continues through Perrysburg and Maumee rather than Toledo, thence north, crossing State Route 2 (the present principal traffic route) and west to the Indiana line over a route at present carrying very light traffic. From Conneaut to Fremont, traffic on this route averages 2,447 vehicles per day, from Maumee to the Indiana line but 297. When proposed improvements on this portion of Route U. S. 20 are completed, through traffic will to a larger extent use this route in preference to Route 2.

Route U. S. 30 follows the Lincoln and Harding Highways across the State, from East Liverpool through Lisbon, Canton, Mansfield, Marion, Lima and Van Wert. This route is already an important cross-state route, although east of Canton through traffic has followed the route via Salem and East Palestine rather than the route via Lisbon and East Liverpool, as the former provided a more completely improved route to Pittsburgh.

<sup>3</sup> During 1925 there were sections of highway under construction, and as a result there was some interference with normal traffic movement. On highways where detours were in effect for a period of several months, the resulting traffic, as shown in Figures 7 and 8, will be below normal traffic for the route. Where detours were in effect for only short periods, the effect of such detours on average annual traffic was negligible. The lack of improvement on certain sections also results in variations from normal traffic on these and adjacent alternate routes. In so far as possible, adjustments for such variations have been made in the traffic classification of routes or sections of routes shown in Figures 8 and 33 and Appendix XIII.

<sup>4</sup> The National Pike is routed north of Dayton, but due to the condition of sections of this route west of Brandt, traffic on the route passes through Dayton.

Average traffic for the entire length of Route U. S. 30 is 1,071 vehicles per day.

Route U. S. 40, the National Pike, from Wheeling, W. Va., passes almost due west through Zanesvilles, Columbus and Springfield to the Indiana line. The western end of the route is unimproved at present, with the result that through traffic detours via Dayton and Eaton. Improvement of less than 20 miles in Preble County will open Route U. S. 40 as a direct bypass for through traffic north of Dayton. Traffic in 1925 averaged 1,749 vehicles per day on the 159 miles from Brandt east to the Pennsylvania line.

Route U. S. 50 crosses the State from Belpre via Athens, McArthur, Chillicothe, Hillsboro and Cincinnati to the Indiana line, and is one of the less important U. S. routes, averaging but 452 vehicles per day. It passes through few large centers of population, and for much of its length is surfaced with gravel.

Route U. S. 25, the Dixie Highway, from the Michigan line north of Toledo to Cincinnati, is the most important north and south through route, and is paved throughout practically its whole length. South of Franklin, in Warren and Butler Counties, the new route follows the most direct course between Dayton and Cincinnati. For 136 miles north of Franklin the average traffic is 1,743 vehicles per day.

Route U. S. 23 crosses the State from the Michigan line, north of Toledo, to Portsmouth, via Fostoria, Marion, Columbus and Circleville. South of Marion it follows the Scioto Trail. On account of the relative lack of improvement in its northern portion, as compared with the Dixie Highway to Findlay, the traffic north of Carey is very light. Between Marion and Columbus traffic averaged 2,160 and between Columbus and Portsmouth 978 vehicles per day.

Route U. S. 21 from Cleveland to Marietta coincides with the old Cleveland-Marietta highway south of Newcomerstown, and is located west of Canton and Akron to avoid the congested urban traffic of this area.

The system of numbered U. S. Highways in Ohio, when improved, will form a well-balanced network of the more important through-traffic highways of the State. Many of these routes will

serve a large volume of local traffic. The total traffic on each route will depend very largely upon the population and development of the immediate areas which it traverses, and traffic upon those routes which pass through the sparsely populated sections of the State will continue to be small as compared with those routes which connect the important sources of local traffic.

Of the 11,000 miles of the State highway system, 131 miles, or 1.2 per cent of the total mileage, carried 2,500 or more motor vehicles per day in 1925; 858 miles, 7.8 per cent of the system, carried 1,500 or more vehicles per day; 3,239 miles, approximately 30 per cent of the total, carried 600 or more vehicles per day; and 7,761 miles, 70.6 per cent, carried less than 600 vehicles per day, of which 4,180 miles carried less than 200 vehicles per day, as shown in Figure 9.

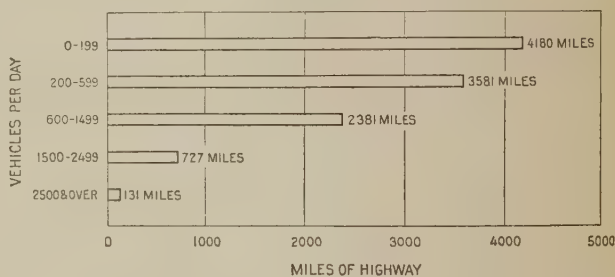


Fig. 9—Mileage of State Highways by Traffic Density Classes

The routes carrying the largest daily volume of traffic are, with few exceptions, in the northeastern, northern and southwestern parts of the State, and the routes of least traffic importance are in the southeastern and northwestern sections.

On the basis of traffic, the State is divided into five separate traffic sections somewhat comparable with the distribution of population and industry, each of these sections being subdivided in the order of their traffic importance, into two or more divisions, as shown in Figure 10.

The most important of these sections lies in the northeastern part of the State, and includes: In Division A, the counties of Cuyahoga, Lake, Lorain, Mahoning, Portage, Stark, Summit, Trumbull and Wayne; Division B, Ashland, Erie, Fulton, Huron, Lucas, Ottawa, Richland, Sandusky, and Wood Counties; and Division C, Ash-tabula, Geauga and Medina Counties. This is the area of densest population and greatest in-

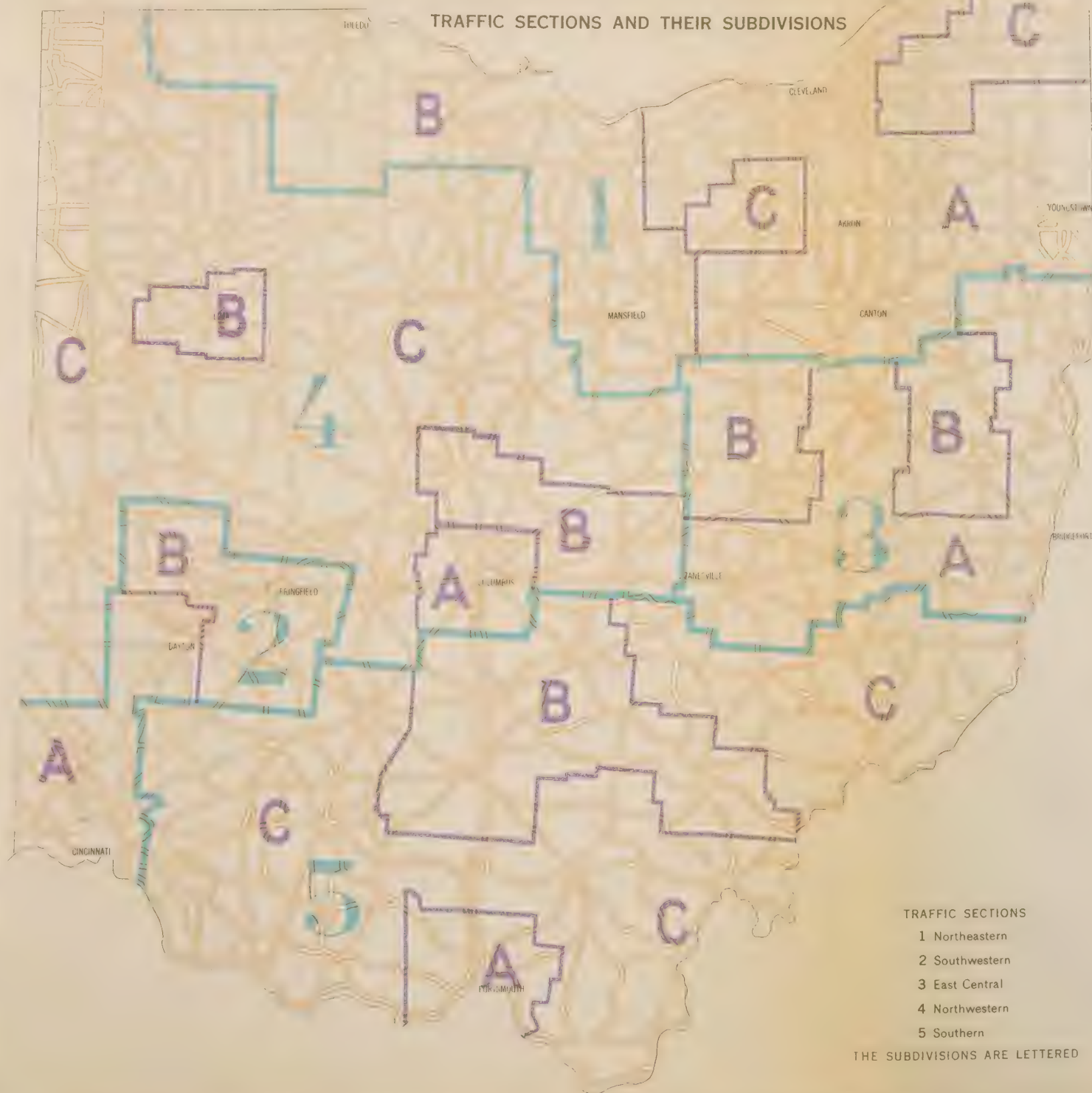
FIGURE 10

# HIGHWAY TRAFFIC SURVEY

OF

## THE STATE OF OHIO

### TRAFFIC SECTIONS AND THEIR SUBDIVISIONS



It will be seen from Appendix IV that practically all the routes carrying heavy traffic are adjacent to or connect the larger cities of Cleveland, Toledo, Akron, Youngstown and Canton in the northeastern section. The influence of the volume of through traffic added to the large volume of local traffic on the principal through routes is evidenced by Route U. S. 20, which carries over 1,500 vehicles per day throughout its entire length from the Pennsylvania State line to its junction with Route 102 west of Fremont, except for a short distance near Norwalk, and by U. S. 25, which carries over 1,500 vehicles throughout its entire length.

In the southwestern section the same conditions are evident. Only on sections of routes adjacent to Cincinnati, Dayton and Springfield and on the principal through routes—the Dixie Highway and the National Pike—is the average traffic density in excess of 1,500 vehicles per day.

In the east-central section routes carrying over 1,500 vehicles per day are limited almost exclusively to sections of Route U. S. 40 and parts of U. S. 21 and Route 8 adjacent to the larger cities. The only sections serving over 1,500 vehicles daily and not included in these routes are three short sections, two at Bellaire and one at Zanesville.

In the northwestern section routes carrying over 1,500 vehicles per day are largely limited to those radiating from Columbus and sections of U. S. 23, 25, 30, and 40, the most important through routes. Other routes in this class are a short section of Route 16 west of Newark, a section of Route 3 southwest of Mount Vernon, a section of Route 53 south of Urbana and a section of Route 11 in Preble County, which is a part of the western detour route of the National Pike.

In the southern section 16 of the 23 miles carrying a daily traffic of over 1,500 vehicles are near Portsmouth, 3 miles in Warren County form a portion of the through route from Dayton to Cincinnati, and the other 4 miles are very short sections at Milford, Athens, and Marietta.

The sections of highway carrying between 600 and 1,500 vehicles exhibit the same general tendency to center about the cities as those carrying over 1,500 per day. The sections of lesser traffic density are found at some distance from the

cities on main routes which, near the city lines, carry more than 1,500 vehicles; on routes of lesser importance near the larger cities; and on routes radiating from the smaller cities.

In the northeastern and the southwestern sections of the State the routes carrying 600 or more vehicles per day include almost half the total mileage in the sections.

In the east-central section the inclusion of routes carrying from 600 to 1,500 vehicles with those carrying over 1,500 completes the through traffic routes such as U. S. 40 and U. S. 21 and adds a larger number of routes radiating from Zanesville, Cambridge, Bellaire, Coshocton, Newcomerstown, Uhrichsville, New Philadelphia, East Liverpool and Steubenville.

In the northwestern section, also, the routes carrying from 600 to 1,500 vehicles per day complete the through routes such as U. S. 23, 25, and 30 and Route 2, and serve to connect the more important cities in the area, as well as to form a series of short sections radiating from the more important cities. Over two-thirds of the State highway mileage in this section, however, has a daily traffic of less than 600 vehicles.

In the southern area sections of highways carrying from 600 to 1,500 vehicles per day comprise only 15.0 per cent of the State highway mileage in the area; and this relatively small percentage serves the more important cities.

The sections of highway listed in Appendix IV are all to be regarded as important routes. Of almost equal significance for present and future planning, construction, and maintenance is the mileage with traffic ranging between 600 and 1,500 motor vehicles per day listed in Appendix V. The traffic they must carry is increasing rapidly, and it will be only a few years before they will become heavy-traffic routes.

Traffic is increasing in all sections of the State but the increase is least rapid, both in volume and rate of increase, in the southern and northwestern areas, the sections which now have the smallest relative mileage of heavy-traffic routes and the largest mileage of low-traffic routes. In the northeastern section over 40 per cent, and in the southwestern section almost an equal percentage of the routes now carrying between 600 and 1,500 vehicles will, by 1930, carry over 1,500 vehicles

per day. In the east-central section the corresponding proportion is nearly 30 per cent, in the northwestern approximately 25 per cent, and in the southern only 14 per cent.

### The Importance of Urban Traffic

The importance of urban traffic on State highways is evidenced by the grouping of the heavy-traffic routes about the larger cities.

A further indication of the effect of urban population upon the traffic on the State highway system is given by Table 5, which shows the average daily total passenger-car and motor-truck

traffic, on the highways entering cities of various sizes, and the average traffic for each route.

The relation between population and motor-vehicle traffic per route is apparent. The variation by individual routes, however, is large, depending upon the condition of the route, the population of the area served by the route, and the presence or absence of through traffic.

For the smaller cities, particularly those not far distant from a large city, a considerable proportion, and in some cases the major part of the traffic, may be through traffic which has no relation to the size of the city through which it passes.

Table 5—Average Daily Traffic on State Highways Entering Ohio Cities of Various Size

Population of cities, 1920	Number of cities	Average daily traffic			
		All vehicles		Motor trucks	
		Per city	Per route	Per city	Per route
Over 100,000.....	7	20,615	1,827	2,019	179
50,000-100,000.....	2	14,296	1,682	1,345	158
30,000- 50,000.....	3	7,812	1,562	670	134
20,000- 30,000.....	9	5,554	1,162	502	105
15,000- 20,000.....	5	5,387	998	452	84
10,000- 15,000.....	9	3,928	737	357	67
5,000- 10,000.....	27	3,532	658	289	54

Table 6.—Average and Maximum Daily Traffic on State Highways Near the Gateways of the Larger Ohio Cities

City	Number of State routes	Average daily traffic		Maximum daily traffic
		Motor trucks	Passenger cars and motor trucks	
Cleveland <sup>1</sup> .....	17	2,907	32,938	75,895
Cincinnati <sup>2</sup> .....	11	2,201	15,739	36,479
Toledo.....	10	2,254	21,612	49,941
Canton.....	9	2,053	20,050	46,462
Columbus.....	11	1,428	19,332	44,860
Akron.....	9	2,136	18,561	42,874
Dayton.....	12	1,688	19,972	46,160
Youngstown.....	9	1,518	16,153	37,507

<sup>1</sup> Includes East Cleveland, Lorain and incorporated suburban areas.

<sup>2</sup> Includes incorporated suburban areas, but does not include traffic crossing the Ohio River.

In Table 6 and Appendix VI is shown the traffic on State highways serving the large cities of Ohio. The average daily traffic on the State routes radiating from Cleveland, the largest city, and its suburban area is 32,938 vehicles and the daily maximum exceeds 75,000. Since the traffic observation point on several of these highways was located at some distance from the city line, the actual traffic at the city limits doubtless exceeds the traffic shown.

Traffic to and from other cities, in general, varies with the population of the cities. In the case of Toledo, the fact that its traffic exceeds that of Cincinnati is partly explained by the omission in the density as shown for the latter city of traffic crossing the Ohio River. Dayton traffic is high on account of the large volume of the through movement on Routes 25, 201 and 11. Canton also has more traffic in proportion to population than is found in the other cities listed, and in this case more than one-fourth of the total traffic recorded is found on Route U. S. 30. In addition to its through traffic this route carries at this point a heavy local movement between Canton and the neighboring industrial city of Massillon.

#### Variation in Traffic Density

The traffic-density data previously cited are those of an average 24-hour day throughout the year. On any particular day, or during the various seasons of the year, traffic will vary from these averages, and the average hourly, daily, and seasonal variations are shown in Figures 11, 12, and 13. Normal maximum traffic in Ohio is reached on Sundays in August, when the density is approximately 230 per cent of the daily average. On special occasions, when traffic conditions are abnormal because of fairs, football games and other events which produce exceptionally large movements, the normal maximum will be exceeded. The normal maximum traffic at each traffic survey station is shown in Appendix III.

Routes which carry an average daily traffic of over 1,500 vehicles may be expected to carry in excess of 3,400 vehicles on the day of maximum traffic, and routes carrying an average of

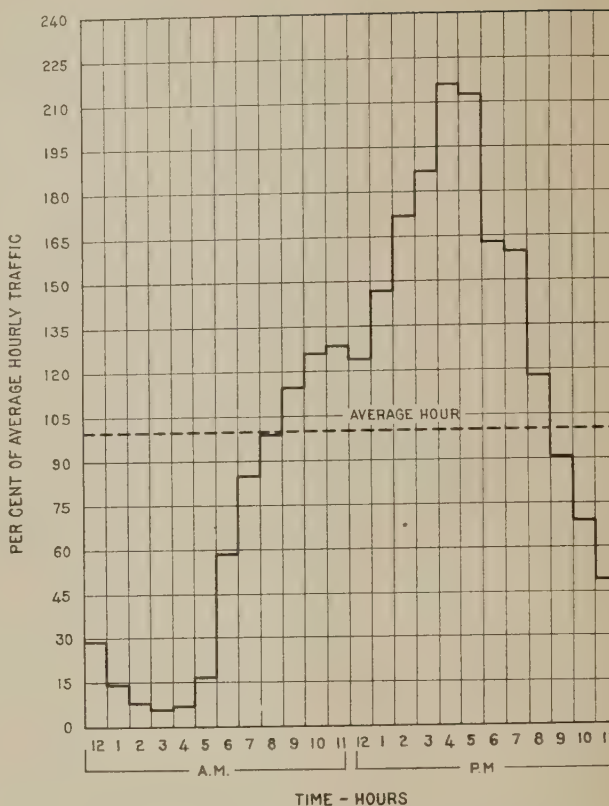


Fig. 11—Hourly Variation of Traffic Expressed as Percentage of Traffic During the Average Hour

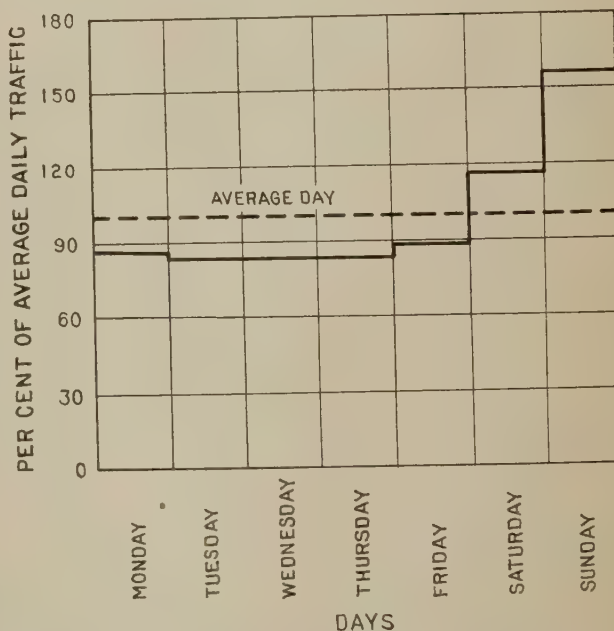


Fig. 12—Daily Variation of Traffic Expressed as Percentage of Traffic During the Average Day

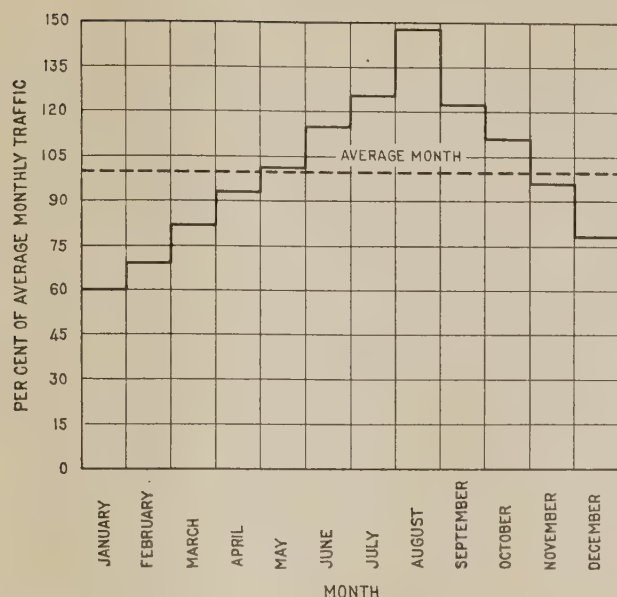


Fig. 13—Monthly Variation of Traffic Expressed as Percentage of Traffic During the Average Month

over 2,500 vehicles per day may be expected to carry a maximum traffic of over 5,700 vehicles. The volume of traffic which can be served by a route, without serious congestion, depends largely upon the hourly distribution of the traffic. Maximum traffic occurs on Sundays and a large proportion of it is concentrated during the late afternoon hours. Because of this concentration it will be necessary, in order to avoid serious congestion on certain routes which carry a large daily traffic, either to provide a surfaced way of greater width than that of the normal two-lane highway or to develop parallel routes. The mileage of such routes is comparatively small, however, and is located in the immediate vicinity of the larger cities. With these exceptions a normal two-lane highway may be expected to serve the traffic satisfactorily on all roads for a period of several years.

## DENSITY OF MOTOR TRUCK TRAFFIC

**A**LTHOUGH motor truck traffic on the State highway system is only 9.5 per cent of total motor vehicle traffic measured in vehicle-miles, motor truck traffic is an important factor in highway traffic planning.

The average gross weight of motor trucks using the State system is over twice that of passenger cars, while maximum motor truck weights are four times the maximum weights of passenger cars. The importance of the motor truck is further emphasized by the fact that many trucks are equipped with cushion and solid tires which are much less effective in cushioning the impact of the wheels than the pneumatic tires with which the passenger cars are equipped. A study of the rear-wheel tire equipment of motor trucks using the State highway system shows that 15.0 per cent of all the trucks are equipped with solid tires and a like percentage with cushion tires; and that 95 per cent of the 3 to 7½-ton trucks are equipped with cushion or solid tires on the rear wheels.

Since motor trucks carry heavier gross loads than passenger cars, and those of the larger capacities are equipped with solid or cushion tires,

and because the trucks do not have the refinements in shock-absorbing devices and spring equipment possessed by the passenger cars, the motor truck, where it forms an appreciable part of motor vehicle traffic, presents a special problem for the highway builder.

The average daily density of motor truck traffic varies greatly on different routes and in various parts of the State as shown in Figure 14. Of the 11,000 miles of State highways, 299 miles, 2.7 per cent of the total, carried in 1925, 200 or more trucks per day; 629 miles, 5.7 per cent, carried 150 or more; 1,442 miles, 13.1 per cent, carried 100 or more; 3,019 miles, 27.5 per cent, carried 60 or more; and 7,981 miles, 72.5 per cent, carried less than 60 trucks, of which 5,305 miles, 48.2 per cent, carried less than 30, as shown in Figure 15. On routes carrying a small average daily truck traffic, especially those on which there are less than 30 trucks per day and many sections on which the daily density ranges from 30 to 59, the number of trucks is practically negligible in planning highway improvements. An improvement sufficient for passenger car traffic will, with but few exceptions, prove satisfactory for the

small-capacity trucks using these routes. On those routes carrying 60 or more trucks per day, and particularly the routes carrying 100 or more, the motor truck becomes an important factor in planning the improvement of the highway.

In Appendix VII are listed, according to the daily density of truck traffic in 1925, those sections which have a traffic of more than 200 trucks per day. These sections include 299 miles or 2.7 per cent of the total State highway mileage. On the basis of the traffic forecast there will be 841 miles of State road in 1930 and 1,351 miles in 1935 on which the motor truck traffic density will exceed 200 trucks per day.

U. S. Route 30, Massillon to Canton, carries on an average day a density of 485 trucks, which is the highest truck density on any section in the State. It should be noted that in the forecast for 1935 truck traffic on this route is estimated at 1,000 per day.

Appendix VIII lists the highway sections carrying from 150 to 200 trucks per day, comprising 330 miles, 3.0 per cent of the total mileage of State highways.

The more important of the five traffic sections shown in Figure 14, from the standpoint of motor truck density, are the northeastern section where the average daily density of motor truck traffic is 77, and the southwestern section with a density of 75. The corresponding density is 53 in the east-central section, and 36 in the northwestern and southern sections.

The comparative importance of the northeastern section is further emphasized by the fact that this section includes 25 per cent of the total mileage of State highways. The southwestern section, although of almost equal truck traffic density, includes only 7 per cent of the mileage of State highways. The northwestern and southern sections with a density of only 36 trucks per day include 56 per cent of the State highway mileage.

The size, location and industrial development of cities and towns determines very largely the volume of motor trucking on routes in the several sections of the State. Centers of population and industry are the main source and destination of goods transported by motor truck, and the principal trucking routes are those serving

the territory adjacent to the larger cities and those connecting centers of population.

Figure 14 clearly shows the influence of large cities on motor truck traffic. The nine largest cities in the State, in order of population, are Cleveland, Cincinnati, Toledo, Columbus, Akron, Dayton, Youngstown, Canton and Springfield. Around these cities, with one or two exceptions, is found the greatest volume of motor truck traffic.

The influence of large cities upon truck traffic in the five sections of the State is shown in Table 7.

It is apparent that the high density of truck traffic on the State roads of the northeastern and southwestern sections is caused by the large cities in these areas. The two sections, which together include 30 per cent of the total area of the State, include 58 per cent of the cities of over 10,000 population. The northwestern and southern sections, the least important regions of truck traffic, contain 58 per cent of the area and include only 24 per cent of the cities of over 10,000 population.

The two most important trucking areas, the northeastern and southwestern sections, have 5 of the 7 cities between 30,000 and 100,000 population, and 6 of the 7 cities of over 100,000 population. Cleveland in the northeast and Cincinnati in the southwest are the predominating traffic influences in these two regions.

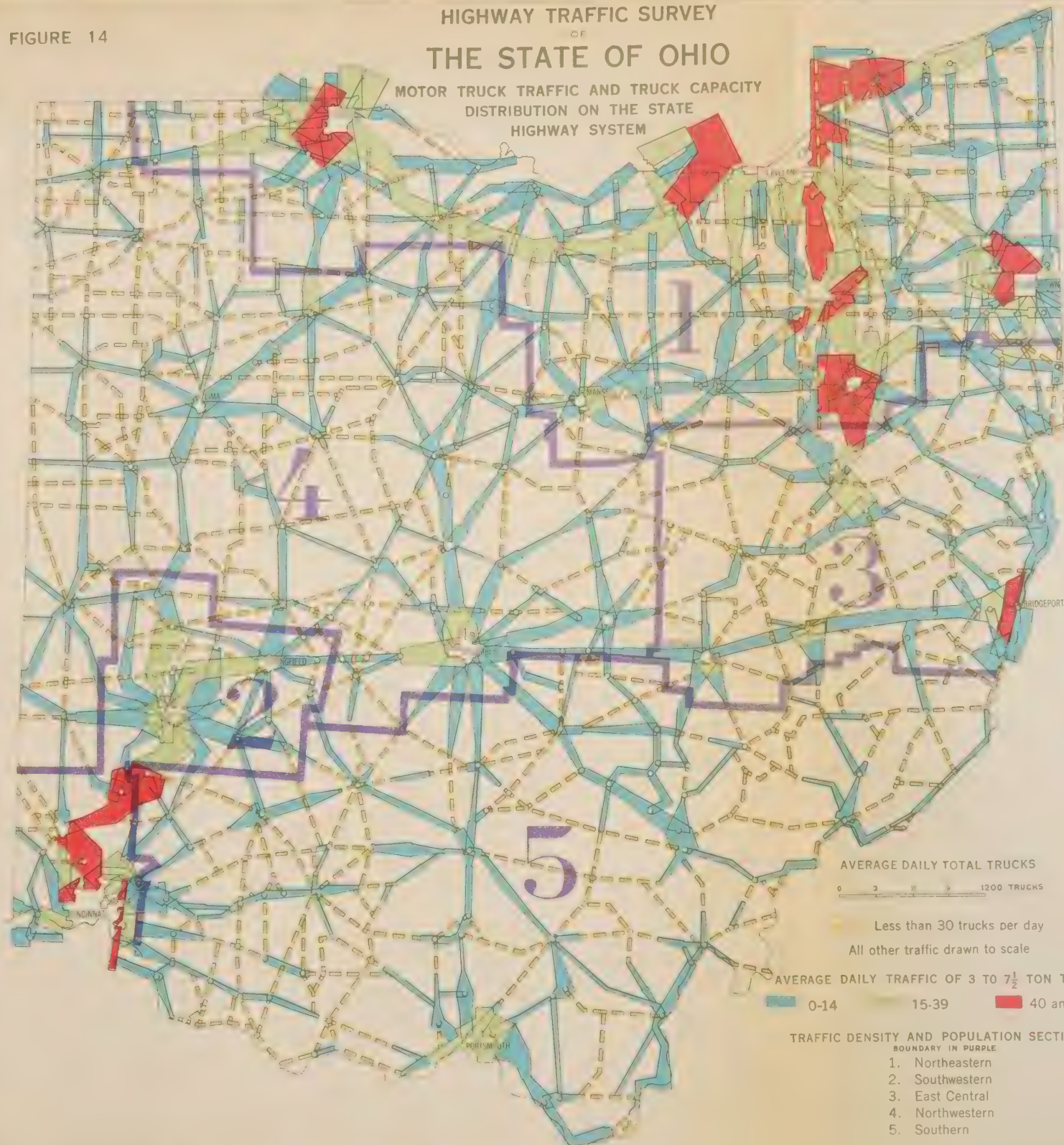
The motor truck registration per square mile, shown in Table 7, indicates the concentration of trucks in the southwestern and northeastern sections. The comparatively low registration per mile in the three remaining sections, especially in the southern section, again reflects the relatively small number of large centers of population and industry and accounts for the lower truck traffic density in these areas.

It is possible that the high density of motor truck traffic in the important traffic areas of the State will eventually present problems difficult of solution. Routes having a large number of motor trucks also carry a large number of passenger cars. On such routes, unless supplementary highway facilities are provided, serious congestion problems will develop.

FIGURE 14

# HIGHWAY TRAFFIC SURVEY OF THE STATE OF OHIO

MOTOR TRUCK TRAFFIC AND TRUCK CAPACITY  
DISTRIBUTION ON THE STATE  
HIGHWAY SYSTEM





On U. S. 30, from Canton to Massillon, the heaviest trucking route in the State, the average

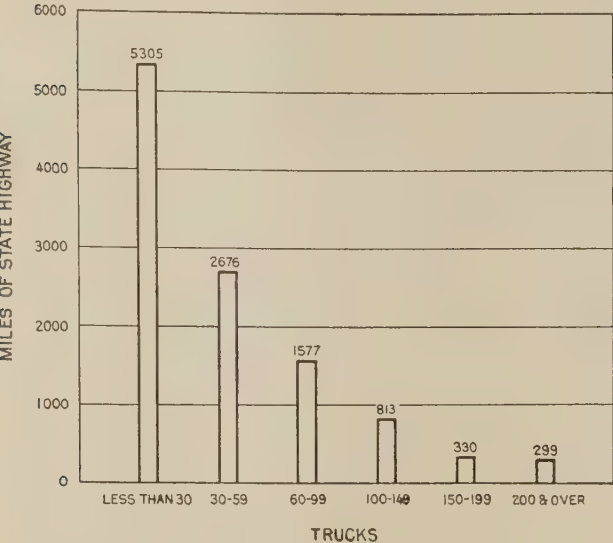


Fig. 15—Mileage of State Highways carrying various numbers of motor trucks per day

daily traffic of trucks and cars in 1925 was 485 and 5,098, respectively. It is estimated that traffic will increase to 780 and 8,190, respectively, by 1930 and to 1,000 and 10,500, respectively, by 1935.

The mileage on which serious traffic congestion may develop is not large. In 1925 there were only 15 miles of State highway on which the density of motor truck traffic exceeded 400 trucks per day and only 87 miles where the daily density was greater than 300 trucks.

The relief of congestion, which will probably result on a few sections of the State system, undoubtedly lies in increasing the width of road and creating separate lanes for truck traffic or in the construction of parallel routes. In either case the segregation of passenger car and motor truck traffic would speed up passenger car traffic and eliminate congestion caused by heavy, slow-moving vehicles.

Table 7—Average Truck Traffic Density on State Roads in the Five Traffic Sections of the State Compared with the Relative Area of the Sections, Their Truck Registration per Square Mile, and the Number of Cities Over 10,000 Population in Each

Section	Average truck traffic density	Percentage of total area in the State	Truck registration per square mile (1924)	Cities over 10,000 population by population classes <sup>1</sup>				
				Total		10,000 to 30,000	30,000 to 100,000	Over 100,000
				Number	Per cent			
Northeastern.....	77	24	7.9	22	44	15	3	4
Southwestern.....	75	6	10.9	7	14	3	2	2
East-central.....	53	12	2.5	9	18	9	.....	.....
Northwestern.....	36	30	2.3	7	14	5	1	1
Southern.....	36	28	1.3	5	10	4	1	.....
Total.....	51	100	3.9	50	100	36	7	7

<sup>1</sup> United States Census of 1920.

## MOTOR TRUCK CAPACITIES AND LOADING

**A** KNOWLEDGE of the size and weight of the motor trucks using the various routes of the State system is essential in the planning of the highway improvements. In deciding upon the design and type of betterment consideration should be given, in addition to other factors, to the number of trucks and whether the trucks using a particular route are chiefly small, pneumatic-tired vehicles or whether a considerable number of them are large and solid-tired and carry heavy loads.

The rated capacity of the trucks has been found to be a reliable criterion of the character of the truck traffic, bearing, as shown by Table 8, a close relation to the average net weight of cargo carried and also to the average gross weight of the truck when loaded. This is generally true notwithstanding the fact that average loads carried by trucks of the same capacity vary to some extent on different routes depending largely upon the type of commodities hauled.

**Table 8—Average Net and Gross Weights of Motor Trucks of Various Capacities**

Rated capacity	Number of loaded trucks	Average net weight of cargo	Average gross weight per loaded truck
Tons		Pounds	Pounds
$\frac{1}{2}$ – $\frac{3}{4}$	12,771	700	3,330
1 – $1\frac{1}{2}$	27,785	1,930	5,330
2	5,563	3,570	10,180
$2\frac{1}{2}$	4,356	5,140	13,130
3	2,209	5,850	14,500
$3\frac{1}{2}$ –4	2,591	6,700	16,890
5 – $5\frac{1}{2}$	1,206	7,970	19,220
6 – $6\frac{1}{2}$	26	6,540	19,910
7 – $7\frac{1}{2}$	17	7,510	18,040

It follows, therefore, that the highway engineer, concerned with the provision of facilities for truck traffic, must attach the highest importance to the number of large-capacity trucks to be accommodated, since these are the trucks that are most likely to carry heavy gross loads. Where

large-capacity truck traffic exists, there is the greatest possibility of heavy gross loads, which are important not only because of their own weight and the fact that they are usually carried on other than pneumatic tires, but also because the percentage of the load on the rear axle increases with an increase in the gross load, as shown in Table 9

**Table 9—Relation Between Gross Loading and Rear-axle Loading**

Gross weight class	Average gross weight	Average rear axle weight	Proportion of gross weight on rear axle
1000 pounds	Pounds	Pounds	Per cent
Under 5.....	3,360	2,180	64.9
5–9.....	6,900	4,770	69.1
10–14.....	12,170	8,550	70.3
15–19.....	17,310	12,610	72.8
20 and over...	21,980	16,430	74.7

The proportion of the total gross load on the rear axle increases with an increase in the capacity of the truck, as shown in Table 10.

**Table 10—Relation Between Motor Truck Capacity and Rear-axle Loading**

Capacity	Loaded trucks	Average gross weight	Average rear axle weight	Proportion of gross weight on rear axle
Tons	Number	Pounds	Pounds	Per cent
$\frac{1}{2}$ – $\frac{3}{4}$ ..	12,771	3,330	2,060	61.9
1 – $1\frac{1}{2}$ ..	27,785	5,330	3,700	69.4
2.....	5,563	10,180	7,140	70.1
$2\frac{1}{2}$ .....	4,356	13,130	9,360	71.3
3.....	2,209	14,500	10,300	71.0
$3\frac{1}{2}$ –4....	2,591	16,890	12,090	71.6
5 – $5\frac{1}{2}$ ..	1,206	19,220	13,980	72.7
6 – $6\frac{1}{2}$ ..	26	19,910	14,570	73.2
7 – $7\frac{1}{2}$ ..	17	18,040	13,510	74.9

Large-capacity loaded trucks carry heavier gross loads, and a proportionately greater percentage

of this load upon the rear axle than do small-capacity trucks. This increased concentration of weight upon the two rear wheels of the truck makes the extremely heavy gross load more dangerous.

The distribution of motor-truck traffic by capacity groups at each survey station on the roads of Ohio is shown in Appendix IX, and the gross load of trucks of each capacity class is shown for the routes on which trucks were weighed in Appendix X.

The provision of highway facilities for large-capacity trucks in Ohio is influenced by the legal maximum gross load limitation of 20,000 pounds. Considering the State highway system as a whole, there are few trucks of 6 tons capacity or larger operating on the highways; only 2.0 per cent of all trucks are of 5 to 5½ tons capacity, and 75.3 per cent are ½ to 1½-ton trucks, as shown in Figure 16.

The use of trucks of 5 to 7½ tons capacity is, to a certain extent, restricted by the gross load limitation. The light weight of a 5-ton truck

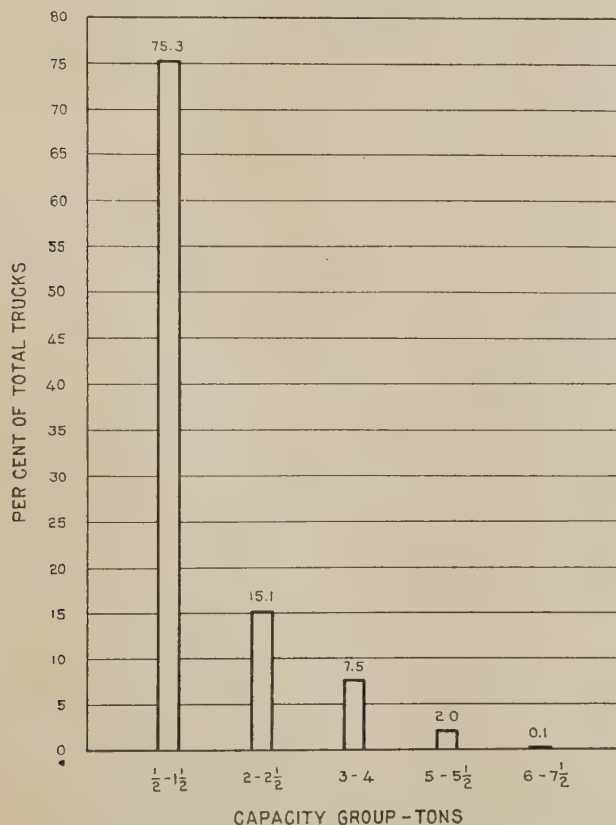


Fig. 16—Distribution of Motor Trucks by Capacity Groups

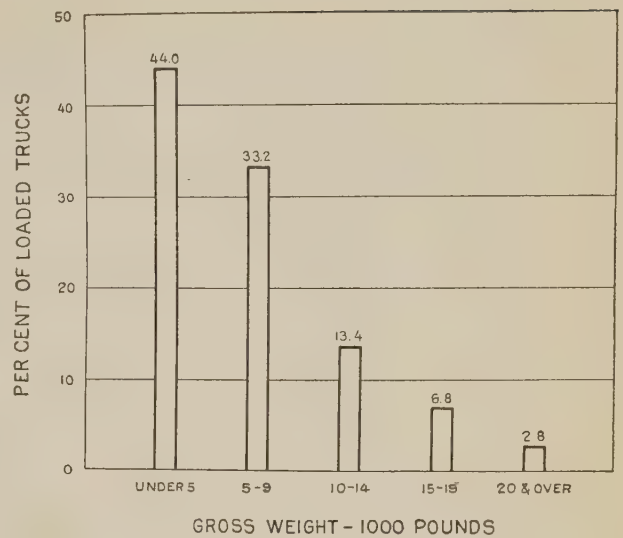


Fig. 17—Distribution of Loaded Motor Trucks by Gross Weight Groups

averages approximately 11,250 pounds. A five-ton capacity load added to this light weight would result in a gross load of 21,250 or 1,250 pounds above the maximum permitted by law.

Of the loaded trucks weighed during the period of the survey, 2.6 per cent were carrying loads of, or in excess of, 20,000 pounds, as shown in Figure 17 and Appendix XI.

Whether any change in the legal maximum gross load limitation would increase the number of extremely large trucks is problematical. It is possible that continued use may prove that the medium-sized truck is the more satisfactory highway transportation unit, even if the gross load limit were raised.

The problem of providing highway facilities for large-capacity truck traffic under the present conditions is mainly one of constructing highways, where necessary, for trucks carrying a maximum gross weight of 20,000 pounds. A small amount of overloading must be expected and possible changes in the existing gross weight limit must also be considered.

It is found that large-capacity trucks and consequently the heavier gross loads occur in greater numbers on routes carrying a high density of truck traffic. There is, in other words, a definite relation between the average daily density of the total truck traffic and that of large-capacity trucks on the State highways, as shown in Table II.

On highway sections carrying less than 10 trucks per day, the average daily number of 3 to 7½-ton trucks is less than one. On four

**Table 11—Comparison of the Density of Total Truck Traffic and that of 3 to 7½-ton Trucks**

Average daily density of total truck traffic	Average daily density of 3 to 7½-ton truck traffic	
	Total	Loaded
0- 9.....	1	1
10- 19.....	1	1
20- 29.....	1	1
30- 39.....	2	1
40- 49.....	3	2
50- 59.....	5	3
60- 69.....	5	3
70- 79.....	6	4
80- 89.....	8	5
90- 99.....	8	4
100-119.....	10	6
120-139.....	13	8
140-159.....	13	9
160-179.....	18	11
180-199.....	28	14
200-249.....	29	19
250-299.....	29	18
300-399.....	45	26
400 and over.....	62	40

<sup>1</sup> Less than one.

sections there are over 400 trucks per day; and the average density of 3 to 7½-ton trucks on these sections is 62, of which 40 are loaded.

Exceptions to the general rule that the number of large-capacity trucks varies with the density of the total truck traffic are accounted for largely by special movements such as the hauling of gravel, sand, and stone for construction work. These movements, produced by special local conditions, are usually short trips and are generally of short duration in any one locality.

The 711 miles of State highway which carry 15 or more 3 to 7½-ton trucks on an average day are listed in Appendix XII in order of the average daily density of their 3 to 7½-ton truck traffic. The majority of these trucks are of less than 5-ton capacity and very few have rated capacities of over 5 tons. For the State as a whole 79.3 per cent of the trucks in the 3 to 7½-

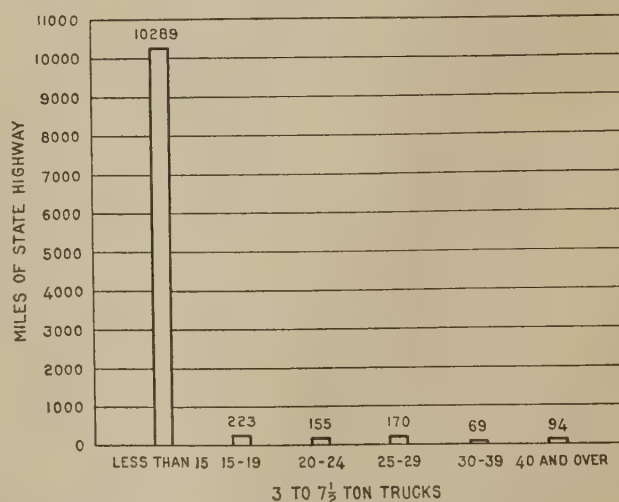
ton class are 3 to 4-ton trucks, 20.0 per cent are 5 to 5½-ton trucks, and only 0.7 per cent are over 5½ tons in capacity rating.

The route carrying the greatest density of 3 to 7½-ton trucks is Route 8 south of Canton, on which these trucks average 70 per day as far as the junction with Route 80. There are three other sections which carry more than 50 of these large trucks a day: Route U. S. 20 from Cleveland to Elyria and from Cleveland to Painesville, and Route U. S. 422 from Cleveland to Chagrin Falls. The average daily density of the heavy truck traffic on these sections is between 53 and 55. Appendix XII shows that practically all of the routes carrying a large number of 3 to 7½-ton trucks serve the largest cities in the State,—especially Cleveland, Cincinnati, Toledo, Canton, and Youngstown.

The mileage of State highways classified by density of 3 to 7½-ton trucks is shown in Figure 18.

On only 0.9 per cent of the State highways is the number of 3 to 7½-ton trucks 40 or more per day, and on only 6.5 per cent of the system is the daily average 15 or more.

Although the use of trucks of 5-ton or greater capacity is practically negligible on the majority of the State roads there are a few routes on



**Fig. 18—Mileage of State Highways Carrying Various Numbers of 3 to 7½-ton Trucks**

which they are of considerable importance. In Table 12 are listed the routes on which trucks of this size average more than 10 per day.

Six of the ten roads having more than 10 such trucks per day are in the Cleveland territory. One of the remaining four is between Akron and Canton and another between New Philadelphia

and Dennison. These eight roads are in the industrial section of the northeastern part of the State.

There are relatively few areas and sections of



*A truck and trailer combination*

**Table 12—Sections of State Highway on Which 5-ton or Larger Trucks Exceed an Average of 10 per Day**

Route		Average daily number of trucks of 5-ton or greater capacity
Number	Description	
U. S. 20...	Cleveland-Elyria.....	32
176.....	Cleveland south.....	32
U. S. 52...	Portsmouth-Friendship.....	22
6 and 8...	New Philadelphia-Dennison...	21
8.....	Cleveland-Akron.....	20
U. S. 20...	Cleveland-Painesville.....	17
8.....	Akron-Canton.....	14
2.....	Cleveland-Lorain.....	12
102.....	Toledo-Fremont.....	12
U. S. 422..	Cleveland-Chagrin Falls.....	11

highway in Ohio which stand out as particularly heavy trucking areas. This is indicated by Figure 14, which shows the average daily density of total truck traffic, and also, by the colors within the truck traffic bands, shows those routes carrying between 15 and 39, and 40 or more 3 to 7½-ton trucks per day.

The northeastern and southwestern sections, which have already been shown to be first in importance with respect to total traffic, again take first rank in the density of their large-capacity truck traffic, as shown in Figure 19. In these sections there is a daily average traffic of nine 3 to 7½-ton trucks on the State highways, whereas the corresponding average is four in the east-central and only two in the northwestern and southern sections.

Figure 14 shows that a comparatively large number of the State highways in the northeastern and southwestern sections carry 15 or more 3 to

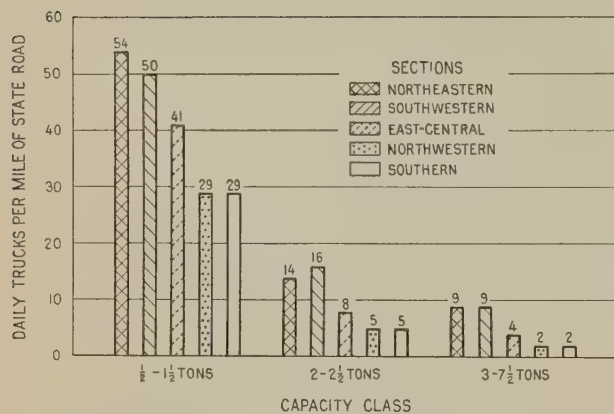


Fig. 19—Distribution of Motor Trucks by Capacity Classes in the Five Traffic Sections of the State

7½-ton trucks per day. These roads serve principally the territory adjacent to the larger centers of population, such as Cleveland, Akron, Youngstown, Toledo, Canton, Cincinnati, and Dayton. Routes connecting these cities also carry a number of 3 to 7½-ton trucks.

In the east-central section, although there is a density of 53 trucks per mile, of which four are of 3 to 7½-tons capacity, there are comparatively few roads which carry either a large total number or many large-capacity trucks. The important trucking routes in this section are Route 8 between Dennison and New Philadelphia and north toward Canton, U. S. Route 40 from Bridgeport to St. Clairsville, U. S. 21 for a few miles south of Cambridge, and Route 77 for a short distance south of Zanesville. These routes, together with a short section east of Cambridge, total approximately 42 miles. On the remaining 1,243 miles of State road in the east-central section the traffic of 3 to 7½-ton trucks is less than 15 per day.

In the northwestern and southern sections, comprising 58 per cent of the total area of the State, there are only two trucking areas which are important from the standpoint of large-capacity trucks. These areas are around Columbus in the northwestern section and Portsmouth in the southern section.

The principal trucking routes in the Columbus area are U. S. Route 40 to West Jefferson, which carries on an average day 28 trucks of 3 to 7½-tons capacity, and U. S. 23 to Worthington, on which the traffic of 3 to 7½-ton trucks is 19 per day. Of the 3,402 miles of State highway in

the northwestern section only 22 miles carry a daily traffic of 15 or more 3 to 7½-ton trucks.

In the southern section only two roads, U. S. 52 from Portsmouth to Friendship and the same route from Portsmouth east to Ironton, carry more than 15 trucks of 3 to 7½ tons capacity on an average day. These two sections of road constitute only 20 miles of the total of 2,756 miles of State highway in the southern section. The greater part of the mileage in this section carries considerably less than fifteen 3 to 7½-ton trucks per day and in many cases none at all.

That, on the basis of gross loads, the five sections have the same relative importance is indicated by Figure 20.

For each mile of State road in the northeastern and southwestern sections there are 8 and 9 loaded trucks, respectively, which carry gross loads of 12,000 or more pounds. In the east-central section there are 3 such loaded trucks, while in the northwestern and southern sections there are only two and one, respectively. The corresponding numbers of gross loads of 20,000 or more pounds are one in the northeastern and southwestern sections and less than one in the three remaining sections. The number of loads between 16,000 and 20,000 pounds gross weight is also less than one per mile in the southern section.

The foregoing discussion of motor truck capacity and weight has been restricted to four-wheel trucks. The number of six-wheel trucks and tractors is negligible except on a few routes, and the total number of such vehicles is less than

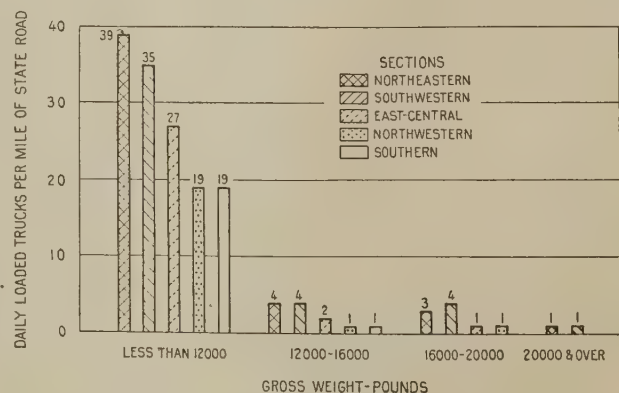


Fig. 20—Distribution of Loaded Trucks by Gross-Weight Groups in the Five Traffic Sections of the State

FIGURE 21

# HIGHWAY TRAFFIC SURVEY

OF

## THE STATE OF OHIO

HIGHWAYS ON WHICH MOTOR BUS LINES  
OPERATE, JANUARY 1, 1927



— BUS LINES

TRAFFIC SECTIONS

- 1 Northeastern
- 2 Southwestern
- 3 East Central
- 4 Northwestern
- 5 Southern

THE SUBDIVISIONS ARE LETTERED





*Pan-American highway engineers and busses in which they inspected Ohio highways in 1924*

one-half of one per cent of all trucks recorded.

Traffic of six-wheel trucks is most important between Akron and Cleveland. These vehicles, the average gross weight of which was 16,240 pounds, are engaged in the transportation of rubber goods from Akron to Cleveland, returning with oxygen tanks and cylinders and steel and iron products.

There are four routes in the State on which the average daily traffic of tractor-and-trailer combinations is five or more. On Routes 177 and U. S. 25, from Toledo north to the Michigan line, there are 15 and 10, respectively, and Route 8, Cleveland to Akron, and the Chicago-Buffalo Highway (U. S. Route 20 and State Route 102) between Cleveland and Toledo each carry 5 on an average day. The average gross weight of these vehicles when loaded is between 17,000 and 18,000 pounds and they haul cargoes ranging between 8,000 and 9,000 pounds. The majority of these tractors operate between Detroit, Toledo and Cleveland, hauling automobile bodies and parts.

The use of trailers attached to four-wheel trucks is greater than that of either 6-wheel trucks or tractors. On 16 routes of the State system there is an average daily movement of 5

or more trailers, and on five of these routes their number is over 10 per day. The most important of these routes is the Chicago-Buffalo Highway from Cleveland to Toledo.

The average gross weight of tractor trailers, semi-trailers, and four-wheel trailers is tabulated in Appendix X.

#### Motor Bus Traffic

Motor bus traffic was observed on considerably more than one-half of the State routes. The highways on which regularly scheduled bus lines operate are shown in Figure 21, and school busses, special party and tourist busses also operate at irregular intervals on these and other State routes. The number of busses operating varies from one or two small ones in areas where the demand for such transportation is small to over 100 per day on highways where the demand is large. The highways carrying a large number of motor busses daily are usually short sections connecting villages, resorts or large industrial plants with the larger cities. Bus traffic is also of considerable importance on routes connecting cities which do not have direct rail connections, and between which rail service is inadequate.

Motor bus traffic is largely limited to the State

highway system and is becoming an important part of highway traffic; on county and township roads it is of little importance. On the State highways the bus traffic was found to be 1.5 per cent of the passenger car traffic, amounting to approximately 80,300 bus-miles per day, or 29,310,000 during 1925.<sup>5</sup>

The large-capacity busses are generally found on the routes which carry comparatively large

<sup>5</sup> Busses licensed by the Ohio Public Utilities Commission for intercity operation during 1925 operated approximately 36,640,000 bus-miles during the year, a considerable portion of which was on city and village streets.

numbers of busses, except where heavy grades make the operation of the larger vehicles difficult. On the limited mileage of State highways which carries a considerable number of large-capacity busses this traffic must be considered in highway planning. The small passenger bus is similar to the passenger car and requires no special consideration, but the large bus traveling at high speed may, when present in large numbers, necessitate a high-type surface of greater width than would be required by other traffic on the route.

## HIGHWAY UTILIZATION

**D**URING 1925 traffic of passenger cars and trucks on the 84,884 miles of rural highways in Ohio was approximately 3,746,360,000 vehicle-miles. The distribution of traffic varies greatly on the several highway systems, on sections of each system, and in the several traffic areas of the State. The three classes into which the rural highways of the State are divided are, State highways, of which there are 11,000 miles, county highways, which total 22,991 miles, and township highways, of which there are 50,893 miles. The distribution of vehicle-mileage on each of these systems, or their traffic use, is shown in Table 13 and Figure 22.

The State highway system, 13.0 per cent of the rural highway mileage, carries 57.7 per cent of the traffic measured in vehicle-miles. Contrasted with this system is the township highway

system with 59.9 per cent of the highway mileage and only 12.7 per cent of the vehicle-mileage.

The average daily density of traffic on the State system is 538 vehicles, on the county system 132, and on township roads only 26, as shown in Figure 23.

Each mile of road on the State system serves, on the average, more than four times as much traffic as each mile of the county system, and more than twenty times as much traffic as each mile of the township system. These facts furnish a reliable index of the relative importance of the three systems, and indicate the importance of allotting to the State highway system funds sufficient for its improvement in order to accommodate the large proportion of the total traffic which it serves.

Table 13—Motor Vehicle Utilization of Ohio Rural Highways and Highway Mileage by Systems<sup>1</sup>

Highway system	Mileage	Per cent of total mileage	Daily vehicle-miles	Annual vehicle-miles	Per cent of total vehicle-miles	Average daily traffic density
State highways.....	11,000	13.0	5,919,000	2,160,435,000	57.7	538
County highways.....	22,991	27.1	3,038,000	1,108,870,000	29.6	132
Township highways.....	50,893	59.9	1,307,000	477,055,000	12.7	26
Total.....	84,884	100.0	10,264,000	3,746,360,000	100.0	121

<sup>1</sup> Motor vehicles refers to passenger cars and trucks only, excluding motor busses.

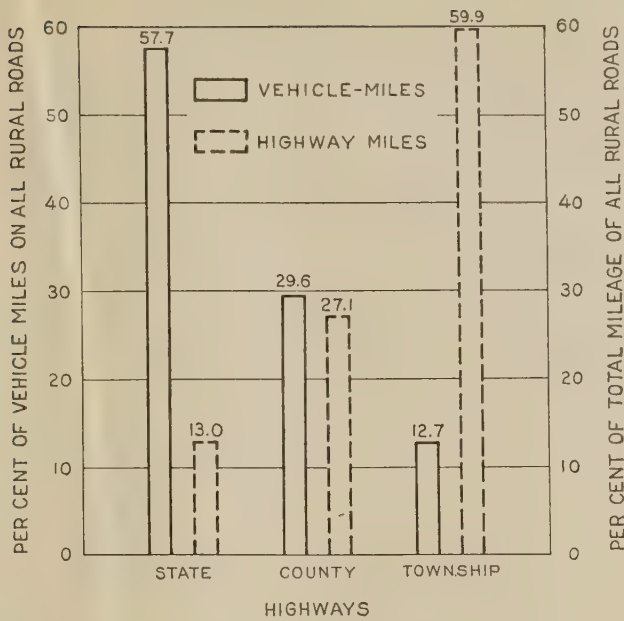


Fig. 22—Comparison of Traffic on the State, County, and Township Highway Systems, and the Proportionate Mileage of the Three Systems

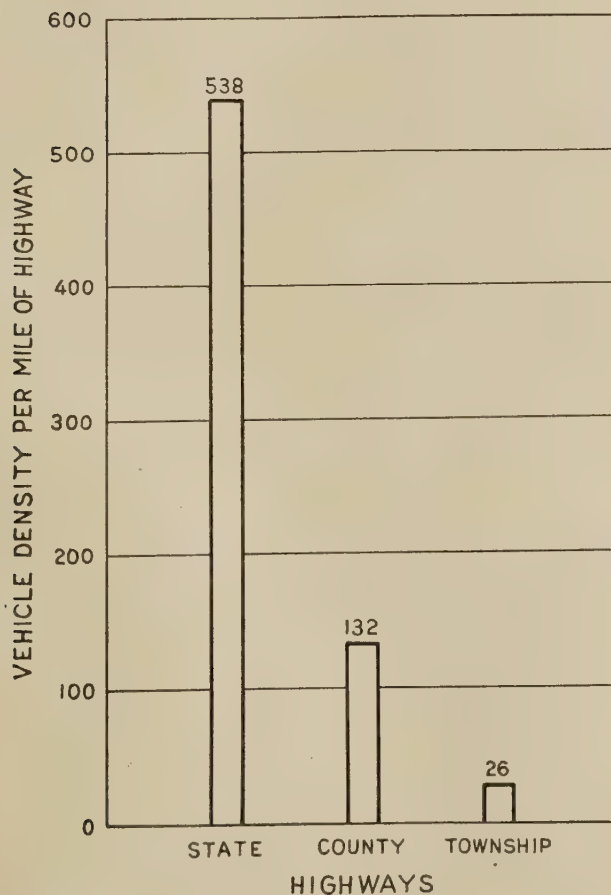


Fig. 23—Average Daily Density of Traffic on State, County, and Township Highways

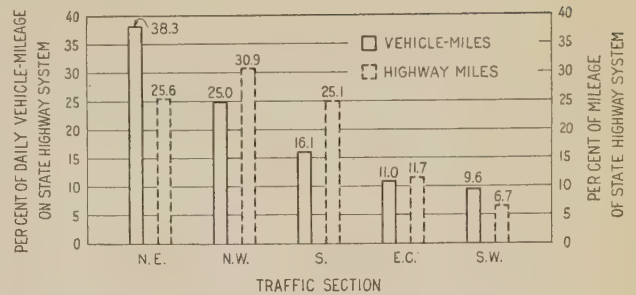


Fig. 24—Percentages of Total State Highway Mileage and Total Vehicle-mileage on the State System in the Several Traffic Sections of the State

The distribution of highway mileage and vehicle-mileage by highway systems in each of the five sections of the State is shown in Table 14. The same table also shows the percentage of the total daily vehicle-mileage and the average daily density of traffic in each section, and this information for the State highway system only is also presented graphically in Figures 24 and 25. As shown by these data, there is a marked variation in the traffic in different parts of the State and as between the three highway systems.

The State highways in the northeastern section of the State, comprising 25.6 per cent of the State highway mileage, carry 38.3 per cent of the total traffic on the State highway system. In the southwestern section there is 6.7 per cent of the State highway mileage which carries 9.6 per cent of total traffic on the system. In contrast with these areas is the southern section, with 25.1 per cent of

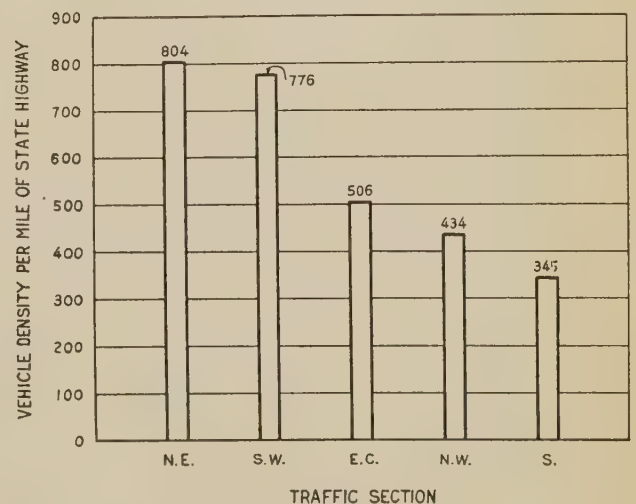


Fig. 25—Average Traffic Density on State Highways in the Five Traffic Sections

the State highway mileage and only 16.1 per cent of the total traffic on the system. Variations in traffic on the county and township system in the five regions are almost equally pronounced. These variations indicate the relatively greater need for highway improvements, particularly of surfaces adequate to carry the large volume of traffic upon the State highways in the areas of heavy traffic.

Traffic on the State highway system also varies greatly on the different routes, ranging from more

than 5,500 vehicles per day on the heaviest route observed to less than 50 vehicles per day. The daily use of selected sections of the State highway system is shown in Table 15 and Figure 26.

The Federal-aid system, slightly more than half the State system, carries 70.6 per cent of the daily traffic; main market roads, approximately one-third the mileage, carry over half the traffic; and the principal routes, 8.8 per cent of the mileage, carry over one-fourth of the traffic.

Table 14—Motor Vehicle Utilization and Mileage of Ohio Rural Highways in the Five Traffic Sections

Highway systems and sections of State <sup>1</sup>	Mileage of highways	Per cent of highway mileage	Daily vehicle-miles	Per cent of daily vehicle-miles	Average daily density of traffic
<b>State Highways:</b>					
Northeastern.....	2,821	25.6	2,268,000	38.3	804
Southwestern.....	736	6.7	571,000	9.6	776
East-central.....	1,285	11.7	650,000	11.0	506
Northwestern.....	3,402	30.9	1,478,000	25.0	434
Southern.....	2,756	25.1	952,000	16.1	345
Total.....	11,000	100.0	5,919,000	100.0	538
<b>County Highways:</b>					
Northeastern.....	5,916	25.7	1,128,000	37.1	191
Southwestern.....	1,788	7.8	353,000	11.6	197
East-central.....	2,654	11.6	319,000	10.5	120
Northwestern.....	7,547	32.8	814,000	26.8	108
Southern.....	5,086	22.1	424,000	14.0	83
Total.....	22,991	100.0	3,038,000	100.0	132
<b>Township Highways:</b>					
Northeastern.....	10,625	20.9	428,000	32.8	40
Southwestern.....	2,579	5.1	102,000	7.8	39
East-central.....	7,372	14.5	184,000	14.1	25
Northwestern.....	14,889	29.2	326,000	24.9	22
Southern.....	15,428	30.3	267,000	20.4	17
Total.....	50,893	100.0	1,307,000	100.0	26
<b>All Highways:</b>					
Northeastern.....	19,362	22.8	3,824,000	37.3	197
Southwestern.....	5,103	6.0	1,026,000	10.0	201
East-central.....	11,311	13.3	1,153,000	11.2	102
Northwestern.....	25,838	30.5	2,618,000	25.5	101
Southern.....	23,270	27.4	1,643,000	16.0	71
State Total.....	84,884	100.0	10,264,000	100.0	121

<sup>1</sup> For the description of these sections of the State see Figure 10.

These divisions of the State highway system indicate clearly the variation in traffic on this system. The Federal-aid system includes the majority of the important traffic routes as well as a considerable number of routes of minor traffic importance. With few exceptions it includes all U. S. highways and main market roads as well as the roads designated as principal routes in Table 15.

The routes comprising the U. S. highways<sup>6</sup> include the major part of the principal through routes in Ohio. In several cases, however, they follow routes which are more direct but which, because of lack of improvement, do not carry a large volume of traffic. There are also a considerable number of heavy traffic routes near the larger cities which are not included in the U. S. highways.

The main market road system includes the most important routes in the various sections of the State. It includes, however, a number of routes in the sparsely populated sections which do not compare in traffic importance with several routes in the more densely populated sections of the State that are not included in the main market system.

The principal routes represent a selection of

<sup>6</sup> U. S. system of highways adopted for uniform marking by the American Association of State Highway Officials.

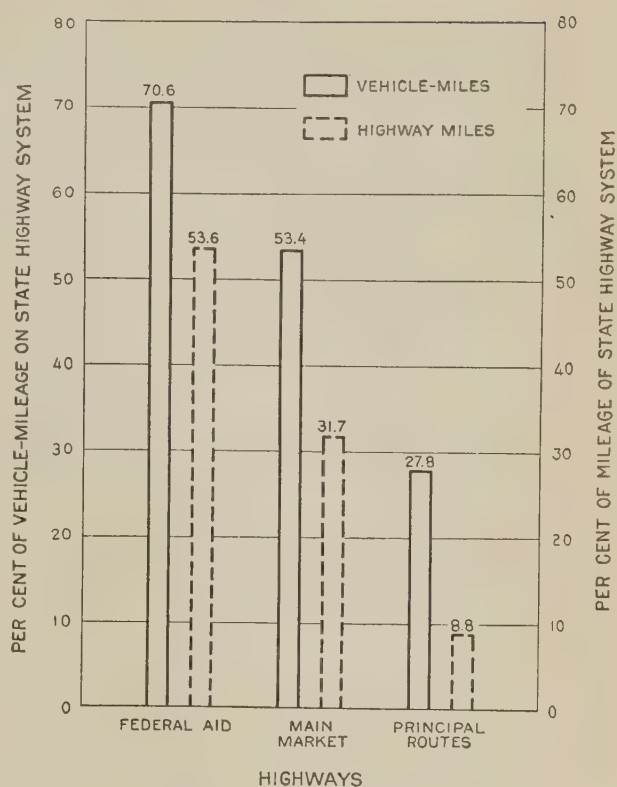


Fig. 26—Percentages of the Total Vehicle-mileage on the Inter-county System Carried by the Federal-aid, and Main Market Highways and by the Principal Routes of the State; and the Mileage of the Several Classes of Highways

highways, or sections of routes carrying the heaviest traffic. These routes, comprising 8.8 per cent of the State highway system, carry 27.8 per cent of the total traffic on the system. Their

Table 15—Average Daily Traffic on Selected Sections of the State Highway System

Sections of system	Highway mileage	Per cent of State highway system	Per cent of total rural highway system	Average daily vehicle-miles	Per cent of daily vehicle-miles on State highway system	Per cent of daily vehicle-miles on all rural highways	Average daily density of traffic
Federal-aid system <sup>1</sup> .....	5,899	53.6	6.9	4,177,000	70.6	40.7	708
U. S. highways.....	1,878	17.1	2.2	1,848,000	31.2	18.0	984
Main market roads.....	3,486	31.7	4.1	3,158,000	53.4	30.8	906
Selected principal routes.....	970	8.8	1.1	1,645,000	27.8	16.0	1,696
State highway system.....	11,000	100.0	13.0	5,919,000	100.0	57.7	538

<sup>1</sup> With few exceptions the Federal-aid system includes all U. S. highways and main market highways as well as the roads designated as principal routes.



*A grim warning of danger. The crosses mark the site of six accidents*

average daily traffic is approximately four times as great as the traffic on the balance of the State system.

The distribution of passenger car and motor truck traffic on the different highway systems is shown in Table 16.

Motor truck traffic on the township system, and to a lesser degree on the county system, is almost exclusively made up of small-capacity trucks, while on the State system it includes a larger proportion of medium and large-capacity trucks.

There is also considerable variation in the relative number of passenger cars and trucks on different routes of the State highway system. Motor trucks vary from less than 6 per cent to more than 20 per cent of total number of vehicles. The extremes of the range are found on routes of minor traffic importance; on nearly all the important traffic routes the percentage falls between 7 and 11. Passenger cars are found to be relatively more important on the principal through routes, and the greatest proportion of trucks is found on important routes which are not a part of these through routes in the industrial areas.

**Table 16—Motor Truck and Passenger Car Utilization of Ohio Rural Highways by Systems**

System	Daily truck-miles	Per cent of total truck-miles	Daily passenger-car-miles	Per cent of total passenger-car-miles	Ratio of truck-miles to total vehicle-miles
State highways.....	565,000	54.1	5,354,000	58.1	9.5
County highways.....	332,000	31.8	2,706,000	29.3	10.9
Township highways.....	147,000	14.1	1,160,000	12.6	11.2
Total.....	1,044,000	100.0	9,220,000	100.0	10.2

# COMPOSITION OF HIGHWAY TRAFFIC

## Passenger Cars

**A**VERAGE daily passenger car traffic on the State highway system is approximately 5,354,000 passenger-car-miles. The distribution of this mileage as between cars registered in Ohio and other States (foreign), touring and non-touring trips, business and non-business usage, and city and farm ownership, is shown in Table 17.

The distribution for the entire State highway system as shown in this table varies greatly on

large at all points along the route. The highest proportion of foreign traffic was found on the National Pike (Route U. S. 40), on which 23.6 per cent of the passenger car traffic was of foreign registration. Other important routes on which foreign traffic is very large were the Chicago-Buffalo Highway (including parts of U. S. 20 and State Routes 102 and 2), 22.4 per cent; the Dixie Highway (including parts of U. S. 25 and State Routes 73 and 4), 15.2 per



*A typical roadside market*

different routes and also at different seasons of the year and on different days of the week.

Passenger car traffic by cars of foreign registration is greatest on routes near the State boundaries and on the principal through interstate routes. Near the State boundaries foreign traffic approximates 50 per cent of the total, the exact proportion varying with the location of the principal trading center of the area. On the principal interstate routes foreign traffic is

cent; the Ohio River Route (including parts of U. S. 52 and State Route 7), 12.0 per cent; and the Lincoln-Harding Highway (Route U. S. 30), 11.3 per cent.

Important through routes which have their principal termini within the State have a smaller proportion of foreign traffic. On the Scioto Trail (including parts of U. S. 23 and State Route 4) 9.6 per cent of the total passenger car traffic is of foreign registration; on the Three

Table 17—Composition of Passenger Car Traffic on the State Highway System

Type of traffic	Daily passenger-car-miles	Per cent of daily passenger-car-miles
State of registration:		
Ohio.....	4,808,000	89.8
Foreign.....	546,000	10.2
Type of trip:		
Touring.....	209,000	3.9
Non-touring.....	5,145,000	96.1
Type of usage:		
Business.....	2,966,000	55.4
Non-business.....	2,388,000	44.6
Situs of ownership:		
City.....	4,690,000	87.6
Farm.....	664,000	12.4
All types.....	5,354,000	100.0

"C" Highway (State Route 3) the percentage is 7.6; and on the Cleveland-Marietta Road (including parts of U. S. 21 and State Route 8) it is 4.9 per cent. On other routes except near the State boundaries foreign traffic is of minor importance.

Touring traffic, defined as trips of more than one day's duration taken primarily for purposes of recreation, is also limited largely to the important through routes. On the National Pike 15.7 per cent of the total traffic is made up of touring trips; and on the Chicago-Buffalo Highway the corresponding percentage is 11.9. On other important through routes touring trips form from 4.5 to 6.1 per cent of total passenger car use; and on the remaining highways touring traffic is of little importance.

More than half of all passenger car traffic is made up of cars used for business purposes. Business traffic is of greatest importance near the larger centers of population and on routes connecting industrial cities, and of less importance on those sections of the important through routes which are a considerable distance from the larger cities.

That the passenger car traffic on the State highway system is also predominantly a traffic of city-owned cars is shown by Figure 27. Farm-owned cars are responsible for only 12.4 per cent

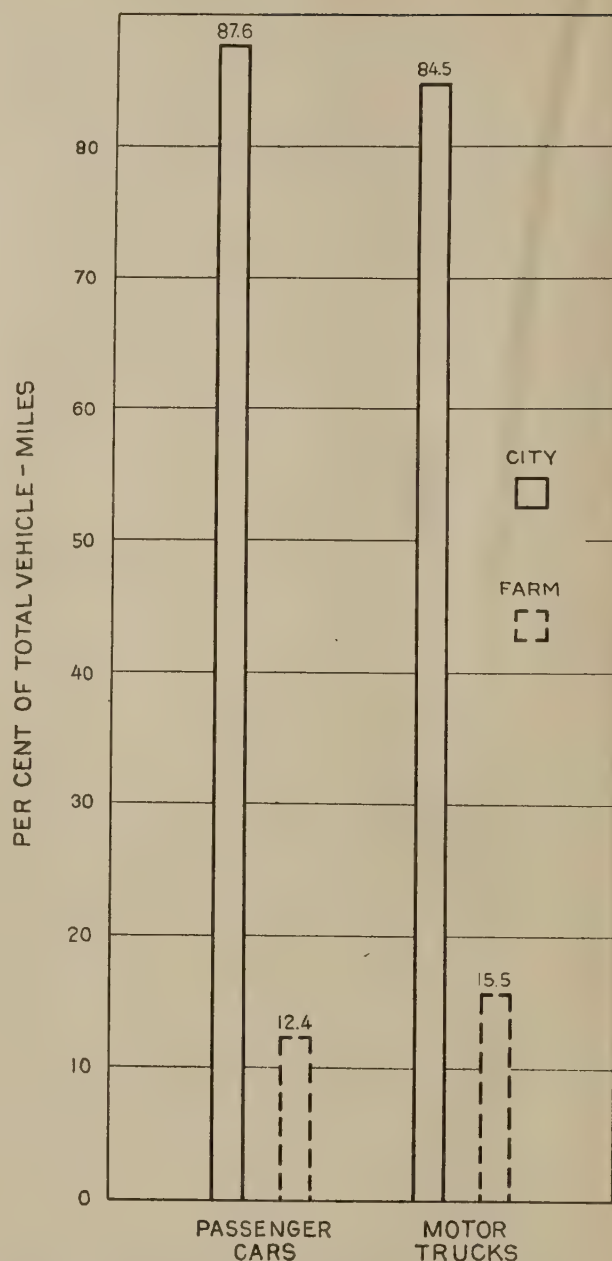


Fig. 27—Comparison of City and Farm Passenger Car and Motor Truck Traffic on State Highways

of total passenger car use of these highways, and their movement is primarily of local range. The number of farm-owned cars using each route is more uniform than the total traffic on the route, although the volume of farm traffic varies with the agricultural development of the area. On the heavy traffic routes, those having passenger car traffic in excess of 1,500 vehicles per day, farm-owned traffic forms 7.9 per cent or the total; on routes carrying less than 500 vehicles

per day the farm-owned vehicles constitute 26.8 per cent of the total.

The composition of passenger car traffic shown in Table 17 is based upon a year period. There is, however, a large seasonal variation in the composition of this traffic. Non-business and touring traffic are predominantly summer movements. Foreign traffic, except the local movement near State boundaries, is also primarily a summer movement. Business traffic shows less seasonal variation than non-business, and farm-owned traffic varies less than the traffic of city-owned cars.

Business traffic is quite uniform on all week days, but on Sundays the traffic is almost exclusively non-business. Foreign and touring traffic remain quite uniform in volume throughout the week. Farm traffic in most areas is considerably higher on Saturdays than on other days of the week.

There is also a marked variation in the average mileage per trip and in the average number of passengers per car for different types of passenger car traffic. These variations are shown in Table 18.

Average total trip-mileage represents the mile-

**Table 18—Average Mileage per Trip and Average Number of Passengers per Car for Various Types of Passenger Car Traffic<sup>1</sup>**

Type of traffic	Average mileage per trip		Average number of passengers per car
	Total	On Ohio highways	
State of registration:			
Ohio.....	38	31	2.2
Foreign.....	340	134	2.7
Type of trip:			
Touring.....	667	220	3.1
Non-touring.....	44	34	2.2
Type of usage:			
Business.....	37	29	1.8
Non-business.....	146	70	3.1
Situs of ownership:			
City.....	88	51	2.3
Farm.....	12	10	2.1

<sup>1</sup> The averages shown in this table are based on 208,000 samples obtained from all parts of the State.

age of the car from origin to destination, and average trip-mileage on Ohio highways represents the length of the trip in Ohio, including mileage traveled on city streets as well as on rural highways. Averages in each case are arithmetic means and are, therefore, influenced by the relatively small number of exceptionally long trips. Non-touring trips, which comprise 96.1 per cent of the total use, average 44 miles per trip. Farm traffic is characterized by predominantly short trips, and the average business trip is also short as compared with non-business usage.

The average car used for business purposes carries less than two passengers as compared with more than three for touring and non-business traffic.

The effect upon average mileage of a relatively small number of long distance trips is indicated in Table 19, in which the distribution of traffic by length of trip is shown.

**Table 19—Distribution of Passenger Car Traffic by Length of Trip**

Length of trip	Proportion of passenger car traffic
Miles	Per cent
0- 9.....	27.9
10- 19.....	22.8
20- 29.....	9.7
30- 39.....	5.7
40- 49.....	3.6
50- 59.....	2.9
60- 69.....	3.1
70- 79.....	1.7
80- 89.....	1.3
90- 99.....	1.1
100-149.....	5.1
150-199.....	3.2
200-299.....	3.5
300 and over.....	8.4

The trip-mileage of 50.7 per cent of the traffic is less than 20 miles, of 66.1 per cent less than 40 miles, and of 72.6 per cent less than 60 miles as shown in Figure 28. Approximately one-fifth of the passenger-car traffic is made up of cars traveling 100 or more miles. Long distance traffic is largely limited to the principal through routes and to routes leading to areas which attract tourist traffic, such as recreational resorts and places of historic interest.

## Motor Trucks

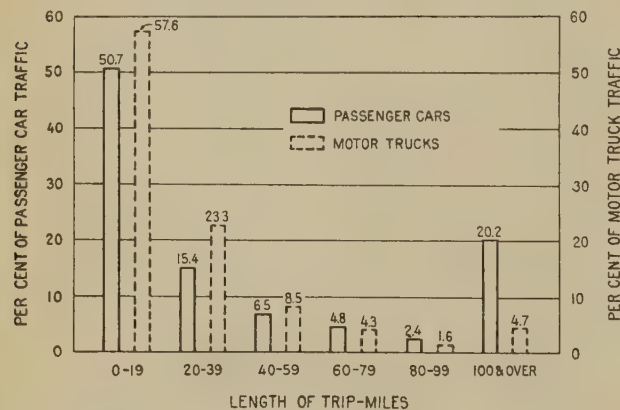
**A**VERAGE daily motor-truck traffic on the State highway system is approximately 565,000 truck-miles. The distribution of this mileage as between trucks registered in Ohio and other States (foreign), between trucks for hire and privately operated trucks, and between city and farm ownership, is shown in Table 20.

**Table 20—Composition of Motor Truck Traffic on the State Highway System**

Type of traffic	Average daily truck-miles	Per cent of total daily truck-miles
State of registration:		
Ohio.....	538,000	95.3
Foreign.....	27,000	4.7
Type of trucking:		
For hire <sup>1</sup> .....	119,000	21.1
Privately-operated..	446,000	78.9
Situs of ownership:		
City.....	477,000	84.5
Farm.....	88,000	15.5
All types.....	565,000	100.0

<sup>1</sup> Trucks for hire include those engaged in both contract and tariff haulage.

Trucks of foreign registration form an important part of the truck traffic only near State boundaries. On the important traffic routes foreign trucks are found in greater numbers at some distance from the State boundaries, but on



**Fig. 28—Distribution of Passenger Car and Motor Truck Traffic by Length of Trip**

no route is foreign truck traffic important in the central part of the State. The Chicago-Buffalo Highway carries more through truck traffic of foreign registration than any other route in the State, and the section of this route from Norwalk through Cleveland to Ashtabula carries a daily average of only nine loaded foreign trucks. The National Pike and Dixie Highway, which carry a considerable volume of foreign passenger car traffic throughout their entire length, carry a daily average of only one to three loaded foreign trucks in the central part of the State.

The average cargo of foreign trucks is 2,900 pounds as compared with an average of 2,580 pounds for Ohio trucks. This variation is due principally to the smaller proportion of small-capacity trucks among those of foreign registration. The average trip-mileage of foreign-truck traffic is 153 miles as compared with an average of 26 miles for Ohio trucks. The principal commodities transported by foreign trucks are household goods, automobile bodies and parts, and general express. These commodities form over 40 per cent of all tonnage transported in trucks of foreign registration.

**Table 21—Principal Commodities Hauled by Hired Trucks**

Commodity	Percentage of total number of hired trucks	Average cargo	Average trip-mileage
		Pounds	Miles
Household goods.....	11.0	3,690	127
Cans, empty milk....	10.5	1,790	25
Milk.....	10.2	5,060	27
General freight.....	8.2	5,010	39
Clay, gravel, sand and stone.....	8.0	7,180	9
Coal.....	7.8	4,440	6
General express.....	5.0	7,900	67
Groceries.....	4.7	5,930	45
Miscellaneous.....	34.6	5,410	49
Total and average..	100.0	4,370	45

Trucks operated for hire on a contract or tariff basis produce 21.1 per cent of the truck-mileage on the State highway system. These hired trucks are found on the entire State system, but are most numerous in the industrial regions, where total truck traffic is also greatest.

Trucks operated for hire carry mainly a few special commodities, approximately two-thirds of the number being engaged in the transportation of the eight commodities listed in Table 21.

Milk haulage, including the transportation of milk and empty milk cans, makes up 14.5 per cent of the tonnage moved on hired trucks, and 20.7 per cent of these trucks are engaged in this one

The average trip-mileage for traffic of hired trucks is 45 miles as compared with 29 miles for privately-operated trucks. In Table 23 is shown the distribution of for-hire and privately-operated trucks according to length of trip.

Traffic of farm-owned trucks which produces 15.5 per cent of truck-mileage on the State system, as shown in Figure 27, is distributed over the entire State system. It is primarily a local farm-to-market movement and is more uniformly distributed than the traffic of trucks owned in cities. The volume of traffic by farm-owned trucks varies with the agricultural development of the area. The greatest numbers of farm trucks are found



*Milk and other dairy products are among the principal commodities hauled by trucks*

business. The greater part of the movement of milk by truck in Ohio, 73.6 per cent of the total, is on trucks of this class, their average cargo being 5,060 pounds and average length of haul 27 miles.

Household goods are transported by 11.0 per cent of the trucks operating for hire and the average length of haul of such goods is 127 miles. Approximately four-fifths of the total motor truck tonnage of household goods is carried by hired trucks.

Large-capacity trucks make up a larger proportion of the total number in the case of trucks operated for hire than in the case of privately-operated trucks, and the former are commonly loaded more nearly to full capacity. These facts are brought out by Table 22.

near the larger cities on the routes which bring into the cities the largest volume of farm products. The smallest numbers are found in the lesser agricultural areas, but in the greater part of the State this traffic is quite uniform. The average trip-mileage of farm-owned trucks is 20 miles as compared with 34 miles for trucks owned in cities, and the average net load per truck is 1,830 pounds as compared with 2,720 pounds for trucks owned in cities.

The average trip-mileage of all truck traffic operating on the State highway system is 32 miles and the average on Ohio highways, including city streets, is 27 miles. The distribution of all truck traffic according to length of trip is shown in Table 24 and Figure 28.

Table 22—Classification of Hired and Privately-operated Trucks According to Capacity

Capacity of truck	Trucks operated for hire		Privately-operated trucks	
	Per cent of total number	Average cargo	Per cent of total number	Average cargo
Tons		Pounds		Pounds
1½—1½.....	47.4	2,610	78.5	1,370
2 —2½.....	28.8	5,170	14.5	3,750
3 —4.....	19.1	6,530	5.5	6,090
5 —7½.....	4.7	8,490	1.5	7,490
Total.....	100.0	4,370	100.0	2,070

Table 23—Distribution of For Hire and Privately-operated Trucks According to Length of Trip

Length of trip	Trucks operated for hire	Privately operated trucks
Miles	Per cent	Per cent
0-19.....	42.5	61.9
20-39.....	27.8	22.8
40-99.....	19.8	11.8
100 & over.....	9.9	3.5
Total.....	100.0	100.0

Of all trucks observed 57.6 per cent travel less than 20 miles per trip and 80.9 per cent less than 40 miles per trip. Only 4.7 per cent travel 100 miles or more per trip and only 6.3 per cent 80 miles or more.

Trucks of small capacity predominate in motor truck traffic, and the net load of cargo is correspondingly small as shown in Table 25.<sup>7</sup>

The State highway system carries a daily average of approximately 440,000 net ton-miles of commodities. The corresponding gross ton-mileage, including weight of truck and load, is 1,749,000 ton-miles. During the year period these highways carried approximately 160,000,000 ton-miles of commodities and 638,000,000 gross ton-miles of truck traffic including weight of truck and load.

<sup>7</sup> The maximum gross load limitation of 20,000 pounds on Ohio State highways influences the size and net and gross loads of motor trucks using Ohio highways.

Table 24—Distribution of Motor Truck Traffic by Length of Trip

Trip-mileage	Per cent of total motor truck traffic
0-9.....	29.0
10-19.....	28.6
20-29.....	14.0
30-39.....	9.3
40-49.....	5.1
50-59.....	3.4
60-69.....	2.9
70-79.....	1.4
80-89.....	1.0
90-99.....	0.6
100 & over.....	4.7
Total.....	100.0

Table 25—Distribution of Loaded Trucks and Average Net Load of Cargo by Capacity Groups

Capacity group	Per cent of total loaded trucks	Average net load of cargo per truck
Tons		Pounds
1½—1½.....	73.4	1,540
2—2½.....	16.6	4,260
3—4.....	7.9	6,310
5—5½.....	2.0	7,970
6—7½.....	0.1	6,930
Total.....	100.0	2,570

## HIGHWAY TRAFFIC AND POPULATION

THE volume of highway traffic in an area is largely a product of the population of the area, since population reflects motor-vehicle registration and use.

Analysis of the trip-mileage of motor vehicles in Ohio shows that 60.4 per cent of the cars observed travel less than 30 miles per trip and approximately 70.0 per cent less than 50 miles; also that 71.6 per cent of the trucks travel less than 30 miles and only 14.0 per cent more than 50 miles per trip. Highway traffic is, therefore, primarily a method of local transportation.

daily traffic on the State highway system, population of urban areas, and township population and trends per square mile. The greatest density of traffic and population per route, as well as the larger number of important traffic routes, are found in the areas tributary to the large centers of population.

The concentration of traffic on the highways of the Cleveland, Cincinnati, Toledo, Columbus, Akron, Dayton, Youngstown, and Canton areas is clearly evident. These eight cities included in 1920, 39.2 per cent of the total population of the



*Steel works at Youngstown, Ohio*

As indicated by the above percentages, the volume of traffic in an area is principally produced by the population residing within a radius of 30 miles, less than 30 per cent of the truck traffic and less than 40 per cent of the passenger-car traffic being produced outside of a 30-mile zone. In areas which attract large numbers of tourists, such as parks and recreational resorts, and in areas of relatively low population density which are traversed by routes connecting important centers of population, the zone of influence is somewhat larger and the relative importance of local traffic correspondingly smaller.

The relationship between traffic and population is presented in Figure 8 which shows the average

State, and the traffic from them is the principal part of the total traffic on the highways of their tributary areas.

Since statistical data in Ohio are compiled on a county basis, it has been necessary to group the traffic and population divisions of the State on the same basis, although the natural traffic divisions of the State do not correspond exactly with county boundaries.

The various parts of the State show distinctive characteristics as to traffic, population, topography, and industrial development, but the limits of these sections are not exact.

The State has been divided into five traffic sections, based principally on variations in traffic, and

the counties in each of the five main areas are again classified as primary or secondary traffic and population areas within each section, as shown in Figure 10 and Tables 26 and 27 and discussed on pages 32 to 35 inclusive.

The northeastern section, including 23.6 per cent of the area of the State, is clearly predomi-

nant in those factors which are primarily responsible for a large volume of traffic on rural highways. Population ranges from 2,037.8 per square mile in Cuyahoga County to 36.1 in Geauga County, an average of 264 per square mile. This section shows a 43.6 per cent increase in population between 1910 and 1920, ranging

**Table 26—Area, State Highway Mileage, Motor Vehicle Registration, Vehicle-mileage on the State Highway System, and Population**

Section	Area		State highway mileage		Motor vehicle registration 1925 <sup>1</sup>		Daily vehicle-miles on State highway system		Population 1920		Increase in population 1910-1920 <sup>2</sup> —
	Square miles	Per cent	Miles	Per cent	Number	Per cent	Vehicle-miles	Per cent	Persons	Per cent	Per cent
I. Northeastern:											
A.....	4,313	10.6	1,261	11.4	439,114	33.1	1,261,000	21.3	1,873,902	32.5	55.5
B.....	3,716	9.1	1,109	10.1	142,483	10.7	759,000	12.8	555,378	9.6	19.8
C.....	1,574	3.9	451	4.1	28,512	2.2	248,000	4.2	106,648	1.9	9.0
Total.....	9,603	23.6	2,821	25.6	610,109	46.0	2,268,000	38.3	2,535,928	44.0	43.6
II. Southwestern:											
A.....	1,314	3.2	376	3.4	166,196	12.5	355,000	6.0	790,235	13.7	13.7
B.....	1,230	3.0	360	3.3	37,773	2.9	216,000	3.6	160,377	2.8	13.6
Total.....	2,544	6.2	736	6.7	203,969	15.4	571,000	9.6	950,612	16.5	13.7
III. East-central:											
A.....	3,208	7.9	866	7.9	85,019	6.4	532,000	9.0	420,814	7.3	11.9
B.....	1,764	4.3	419	3.8	18,360	1.4	118,000	2.0	82,127	1.4	-0.9
Total.....	4,972	12.2	1,285	11.7	103,379	7.8	650,000	11.0	502,941	8.7	9.6
IV. Northwestern:											
A.....	517	1.3	117	1.1	75,131	5.7	134,000	2.3	283,951	5.0	28.2
B.....	1,520	3.7	419	3.8	37,337	2.8	303,000	5.1	150,662	2.6	8.1
C.....	10,306	25.3	2,866	26.0	157,468	11.9	1,041,000	17.6	644,887	11.2	-1.0
Total.....	12,343	30.3	3,402	30.9	269,936	20.4	1,478,000	25.0	1,079,500	18.8	6.6
V. Southern:											
A.....	623	1.5	122	1.1	15,217	1.1	98,000	1.7	62,850	1.1	29.7
B.....	2,551	6.3	571	5.2	38,864	2.9	255,000	4.3	181,549	3.2	2.6
C.....	8,104	19.9	2,063	18.8	84,579	6.4	599,000	10.1	446,014	7.7	-4.7
Total.....	11,278	27.7	2,756	25.1	138,660	10.4	952,000	16.1	690,413	12.0	-0.4
State total.....	40,740	100.0	11,000	100.0	1,326,053	100.0	5,919,000	100.0	5,759,394	100.0	20.8

<sup>1</sup> Based on county registration totals; varies from State total because of exclusion of State cars, etc.

<sup>2</sup> Minus sign indicates decrease in population.



*The ore docks at Cleveland*



*A motor vehicle factory*



*The brick industry*



*A typical limestone quarry*

*Some of the industries of Ohio*

from an increase of 164 per cent in Summit County to a small decrease in Fulton, Huron, Ottawa, and Wood Counties. There are 22 of the 50 cities with a population over 10,000 and 10 of the 21 cities over 25,000 in this section. Of the total population, 78.3 per cent is urban, living in incorporated cities or villages of over

2,500 persons. Daily traffic on the State highway system averages 804 vehicle-miles per mile.

The principal industrial area of Ohio is located in this northeastern region surrounding the cities of Cleveland, Akron, Youngstown, and Canton, and therefore Lorain, Cuyahoga, Lake, Summit, Stark, Wayne, Mahoning, Portage, and Trumbull

Counties are grouped as division A. Traffic on the State highways averages 1,000 vehicles per day in this division.

Division A includes 17 of the 22 cities in the northeastern section having a population over 10,000 and 8 of the 10 cities having a population of over 25,000. All counties in this division, with the exception of Wayne, showed a population increase between 1910 and 1920 of approximately 20 per cent or more. In Wayne County population increased 8.6 per cent. The population of the entire division increased 55.5 per cent during the same period.

In division B are grouped counties which form a secondary industrial and agricultural region of considerable importance. Lucas County, including the city of Toledo, with a population density of 806.2 persons per square mile, is the most important source of traffic in this area. Population density in other counties ranges from 155.4 in Erie County to 57.9 in Fulton County. Population increased 43.1 per cent between 1910 and 1920 in Lucas County, 15.8 per cent in Richland County, while Ashland, Sandusky, and Erie Counties increased less than 10 per cent. Population in Fulton, Huron, Ottawa, and Wood Counties decreased from 0.7 to 5.2 per cent.

The remaining counties in the northeastern section, Ashtabula, Medina, and Geauga, although not contiguous are grouped as division C. These counties are relatively sparse in population, and are partially surrounded by more densely populated areas. Motor vehicle traffic is considerably lighter than in the other divisions of the northeastern section, but is of greater importance than that of areas of similar population in other parts of the State, a condition which is largely due to traffic originating in adjacent counties but using the highways of these three counties.

The southwestern section, 6.2 per cent of the area of Ohio, forms an important industrial area second in importance to the northeastern section, and includes the cities of Cincinnati and Dayton as well as a number of smaller industrial cities.

Division A of this section has a population density ranging from 1,213.0 per square mile for Hamilton County to 192.5 for Butler County. Highway utilization is correspondingly large,

averaging 944 vehicle-miles per mile of State highway—a figure which would be considerably higher were it not for the large mileage of important routes lying within the corporate limits of Cincinnati and adjacent cities. This division includes 3 cities of over 25,000 population each, and shows a rapid increase in population between 1910 and 1920.

Division B is secondary in importance to and tributary to division A. It has an average population density of 130.4 per square mile and a traffic of 601 vehicle-miles per mile—both well above that of the neighboring counties in the adjoining sections.

The east-central section, 12.2 per cent of the area of the State, is located between the intensely industrial northeastern section and the agricultural and mining area to the south. It has an average population per square mile of 101.2, and an average daily traffic of 506 vehicle-miles per mile of State highway. The more densely populated of these counties are grouped as division A, in which population ranges from 87.3 to 190.6 persons per square mile and the rate of population increase from less than one per cent in Muskingum County to 21.3 per cent in Belmont. Approximately one-half of the population is urban.

The remaining counties of the east-central section are grouped as division B. Population ranges from 40.6 to 53.0 persons per square mile; two of the counties increasing and two decreasing in population. Three of the four counties in this division have no cities or villages with a population of over 2,500 persons.

The northwestern section, including 27 counties, and 30.3 per cent of the area of the State, is primarily an agricultural region, but includes several important industrial areas. Population averages 87.5 persons per square mile and increased 6.6 per cent between 1910 and 1920.

Franklin County, including Columbus, the fourth largest city and the capital of Ohio, greatly exceeds the other counties in traffic and population and is therefore classed as division A.

Allen, Delaware, and Licking Counties, similar in traffic density, but quite different in population, are grouped as division B. Allen County, includ-

ing the city of Lima, has a population of 168.0 persons per square mile and a traffic density of 724 vehicle-miles per mile of State highway. The traffic on the highways of Delaware and Licking Counties is considerably increased by traffic from Franklin County.

The remaining 23 counties are grouped as division C. Population density ranges from 38.6 in Morrow County to 102.7 in Marion County. Eighteen of the 23 counties range between 45 and 75 persons per square mile. Marion County alone shows a large population increase. Six counties show small increases and 16 counties are decreasing in population. Traffic is quite uniform within this division, being highest in Marion County, which also has the highest population density, and second in Hancock County, through which passes the important route connecting Toledo with Lima, Dayton, and Cincinnati.

The southern section, including 24 counties and 27.7 per cent of the area of the State, located south of the east-central section and east of Hamilton and Butler Counties, is primarily an agricultural area. Mining is important in some of the eastern counties and manufacturing in the vicinity of Portsmouth. Because of the irregular topography and soil conditions, the area does not equal in productivity the fertile glaciated section in the western part of the State. Population density ranges from 103.6 per square mile in Athens County to 29.3 in Vinton. Seventy-two per cent of the population is rural, and the section as a whole shows a very small decrease in population between 1910 and 1920. Scioto County, due largely to the city of Portsmouth, is distinct from the other counties in this section. Traffic density per mile is greater than in the surrounding counties, and it is the only county in which population is rapidly increasing. Population density is 100.9 persons per square mile, but more than three-fourths of the total population is in the city of Portsmouth. Because of the marked differences between Scioto County and the surrounding area it is classed as division A.

In division B are grouped Athens, Fairfield, Hocking, Pickaway, and Ross Counties. These counties have quite uniform traffic density, exceeding that of the remaining counties. Population per square mile is also slightly higher.

The remaining counties of the southern section are grouped as division C. These counties are uniformly low in traffic density and population. In 14 of the 18 counties population decreased between 1910 and 1920, and the largest increase was in Warren County, which increased 5.0 per cent.

Comparison of the area of the five sections and their highway mileage (Table 26) indicates that the distribution of State highway mileage is quite uniform throughout the State. The more densely populated areas (the northeastern and southwestern sections) have a slightly higher ratio of State highway mileage than of area and the reverse is true in the southern section and division B of the east-central section. In limited areas, a considerable part of which is urban in character, the proportion of highway mileage to area is also small. This is largely explainable by the fact that the State highway system includes only rural highways and in divisions such as southern A (Scioto County) and northwestern A (Franklin County) a considerable portion of the mileage which normally would be included in the State highway system is made up of city streets.

Differences in the distribution of population and motor vehicle registration reflect the variations in car ownership in various areas. Car ownership in proportion to population is lowest in the poorer rural areas and in the large industrial cities.

The distribution of vehicle utilization on State highways does not agree closely with either area, highway mileage, motor vehicle registration or population. The percentage of total vehicle-mileage on State highways in each section, however, is approximately at the midpoint between the percentages of each of the other factors and is undoubtedly the product of these factors, but the relative importance of each factor is probably not equal and may also vary in different parts of the State.

Further comparisons of the factors producing traffic are shown in Table 27, which shows for each section and division the daily vehicle-miles on the State highway system per unit of area, population, motor vehicle and highway; as well as population and registration per unit of area, and population per motor vehicle.

Comparison of population, motor vehicles and vehicle-mileage on State highways per square mile of area indicates several very marked variations. In Figure 29 the data are plotted about the State average in each case as a base. The bars representing population and motor vehicle registration are quite similar, the largest variation

being in northwestern A (Franklin County). This variation is partly explained by the large number of State-owned cars included in Franklin County registrations.

The three divisions having the greatest density of population also have the greatest volume of traffic per square mile but the traffic is not in the

**Table 27—Daily Vehicle-miles on State Highways per Unit of Area, Population, Motor Vehicle and Highway; Population and Motor Vehicles per Unit of Area; and Population per Motor Vehicle**

Section	Persons per square mile, 1920	Motor vehicles per square mile, 1925	Daily vehicle-miles on State highway system				Persons <sup>1</sup> per motor vehicle
			Per square mile	Per person, 1920	Per motor vehicle, 1925	Per mile of State highway	
I. Northeastern:							
A.....	434.5	101.8	292.4	0.67	2.87	1,000	5.13
B.....	149.5	38.3	204.3	1.37	5.33	684	4.28
C.....	67.8	18.1	157.6	2.32	8.70	549	3.92
Total.....	264.1	63.5	236.5	0.89	3.72	804	4.87
II. Southwestern:							
A.....	601.4	126.5	270.2	0.45	2.14	944	5.08
B.....	130.4	30.7	175.6	1.35	5.72	601	4.53
Total.....	373.7	80.2	224.4	0.60	2.80	776	4.98
III. East-central:							
A.....	131.2	26.5	165.8	1.26	6.26	614	5.25
B.....	46.6	10.4	66.9	1.43	6.34	281	4.50
Total.....	101.2	20.8	130.7	1.29	6.29	506	5.11
IV. Northwestern:							
A.....	549.2	145.3	259.2	0.47	1.78	1,144	4.25
B.....	99.1	24.6	199.3	2.01	8.12	723	4.22
C.....	62.6	15.3	101.0	1.61	6.61	363	4.14
Total.....	87.5	21.9	119.7	1.37	5.48	434	4.18
V. Southern:							
A.....	100.9	24.4	157.3	1.56	6.44	801	4.67
B.....	71.2	15.2	100.0	1.40	6.56	446	4.75
C.....	55.0	10.4	74.0	1.34	7.09	291	5.29
Total.....	61.2	12.3	84.4	1.38	6.87	345	5.07
State total.....	141.4	32.5	145.3	1.03	4.46	538	4.79

<sup>1</sup> Based on estimated population 1925.

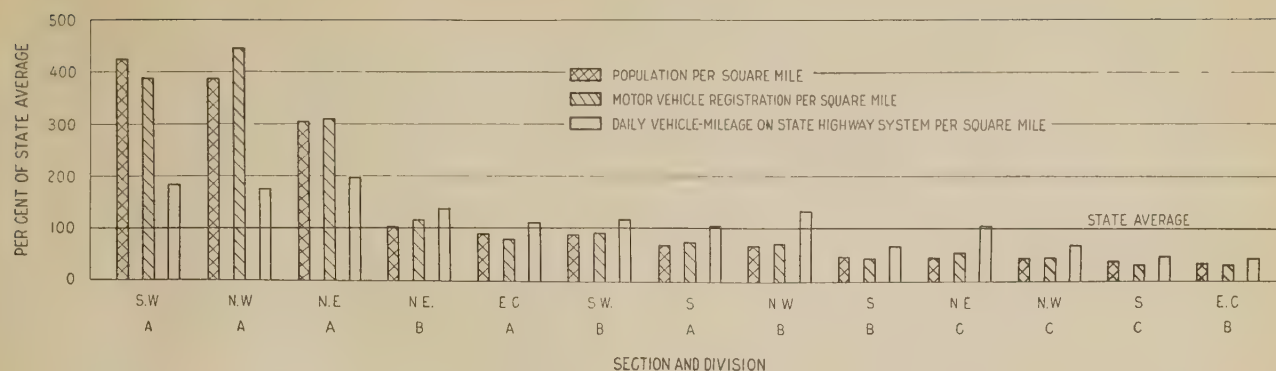


Fig. 29—Population, Motor Vehicle Registration, and Daily Vehicle-mileage on the State Highway System per Square Mile in the Several Traffic Sections and Divisions of the State

same ratio to population or motor vehicle registration as in other parts of the State. This variation is the effect of several causes, the most important of which are:

1. These three divisions, southwestern A, northwestern A and northeastern A, include all of the larger cities of the State except Toledo. As a result a proportionately larger volume of the total traffic is upon city streets and a correspondingly smaller volume on State and other rural highways.
2. Traffic produced in these areas uses highways in other areas to a greater extent than traffic produced in other areas uses the highways of the three dense population areas. This is evident from the relatively large volume of traffic in northwestern B and northeastern C divisions, which are adjacent, respectively, to northwestern A and northeastern A.
3. In the dense population areas county and town roads are of greater relative importance than in the sparsely populated areas and therefore carry a larger proportion of the total rural traffic.

In Figure 30, vehicle-miles per mile of State highway and per registered vehicle are plotted about the State average in each case as a base. Divisions are arrayed in order of population density. Vehicle-miles per unit of area and per unit of highway mileage agree quite closely in all cases. Variations between these two factors indicate variations in the distribution of highway

mileage in proportion to area. Vehicle-miles per person and per motor vehicle also agree quite closely. Variations in these factors reflect variations in motor vehicle ownership in proportion to population. There is a marked variation between vehicle-miles per unit of area and highway mileage on the one hand and vehicle miles per motor vehicle and per person on the other hand. Use of State highways per vehicle and per person is relatively small in the densely populated areas as compared with the sparsely populated areas. These variations again reflect the greater relative use of city streets and county highways in the densely populated areas, and a lesser relative use of city streets and county highways in the sparsely populated areas.

The percentage of urban to total population (Table 28) in the three densely populated sections, northeastern A, southwestern A, and northwestern A, is very uniform, ranging between 83.5 and 84.7 per cent as compared with an average of 63.8 for the State. These three areas include 67.8 per cent of the total urban population of the State as compared with 21.8 per cent of the total rural population. These same areas include 6 of the 7 cities in the State having a population of over 100,000 persons.

Subject to the variations discussed above—variations in urban and rural population and resulting variations in the distribution of traffic between rural highways and city streets, variations in car ownership per person, variations in the relative proportion of total highway mileage which is included in the State highway system, and variations in the amount of foreign traffic (i. e.,

traffic originating outside the area) on the highways of the area—the population of an area is a reliable measure of total traffic on the State highway system within areas of considerable size.

In many of the counties of Ohio the traffic produced in adjacent counties, which include large centers of population, makes up a large part of the traffic using the highways in these areas of low population and motor vehicle registration. This is evident from a comparison of the daily

vehicle-miles on State highways per registered vehicle for the State with the same ratio for individual counties. As shown in Table 27, the ratio for the entire State is 4.46. In the northeastern and northwestern sections of the State there are 8 counties that show more than 10 vehicle-miles per day per vehicle on the State system, as shown in Table 29.

These counties are all adjacent to large centers of population and are traversed by important

Table 28—Distribution of Urban and Rural Population and of Cities and Villages of Over 10,000 Population by Sections of the State

Section	Per cent of total urban population of State	Per cent of total rural population of State	Per cent urban of total population of section	Number of cities of over 10,000 population				
				Total	10,000-25,000	25,000-50,000	50,000-100,000	Over 100,000
I. Northeastern:								
A.....	43.1	13.8	84.6	17	9	4	1	3
B.....	9.7	9.5	64.3	4	2	1	0	1
C.....	1.2	3.1	40.0	1	1	0	0	0
Total.....	54.0	26.4	78.3	22	12	5	1	4
II. Southwestern:								
A.....	18.2	5.8	84.7	5	2	1	0	2
B.....	2.5	3.3	57.5	2	1	0	1	0
Total.....	20.7	9.1	80.1	7	3	1	1	2
III. East-central:								
A.....	5.7	10.1	50.1	8	6	2	0	0
B.....	0.3	3.4	13.2	1	1	0	0	0
Total.....	6.0	13.5	44.1	9	7	2	0	0
IV. Northwestern:								
A.....	6.5	2.2	83.5	1	0	0	0	1
B.....	2.2	3.4	53.1	2	0	2	0	0
C.....	5.5	21.2	31.5	4	3	1	0	0
Total.....	14.2	26.8	48.2	7	3	3	0	1
V. Southern:								
A.....	1.0	1.2	60.2	1	0	1	0	0
B.....	1.6	5.9	32.5	2	2	0	0	0
C.....	2.5	17.1	20.3	2	2	0	0	0
Total.....	5.1	24.2	27.1	5	4	1	0	0
State total .....	100.0	100.0	63.8	50	29	12	2	7

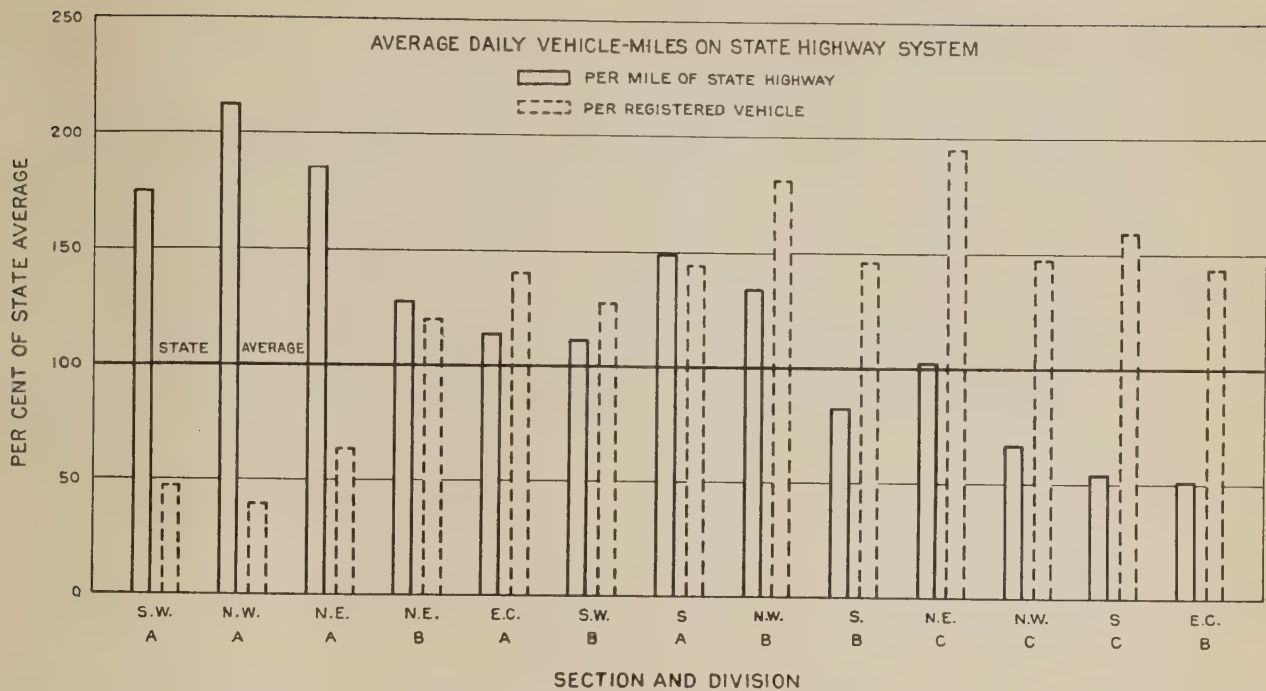


Fig. 30—The Average Daily Vehicle-mileage on the State Highway System per Mile of Highway and per Registered Vehicle

through routes. It is evident that in areas such as these, where the ratio of traffic to registered vehicles is from two to four times the State ratio, traffic from other areas forms an important part of the total traffic.

These variations in traffic are a valuable guide to highway finance. A county or area in which a

large part of the traffic is from outside sources should not be expected to contribute a major portion of the cost of building and maintaining these main routes. The same condition is true for other areas in Ohio, and it again supports the basic principle of constructing, reconstructing, widening, and maintaining the State system exclusively from State funds under complete control of the State highway department.

Population trends for areas of considerable size generally change slowly and can be closely measured. Future population can be predicted with reasonable accuracy and serves, therefore, as a reliable method of anticipating future traffic requirements.

In planning highway improvements the distribution of population is important. Highway requirements of an area comprising a few large cities and very sparse population tributary to these cities are quite different from those of an area having a relatively uniform distribution of population within the area.

Distribution of population by townships and cities or villages of over 2,500 persons in 1920 is shown on Figure 8. The large areas of the State having less than 40 persons per square mile are

Table 29—Comparison of Population and Vehicle-miles per Registered Vehicle

Area	Population per square mile	Daily vehicle-miles on State highways per registered vehicle
State.....	141.4	4.46
County:		
Geauga.....	36.1	18.58
Ashland.....	58.5	14.11
Portage.....	69.6	13.84
Delaware.....	58.5	13.31
Madison.....	39.6	12.42
Fulton.....	57.9	11.56
Lake.....	119.0	11.10
Huron.....	65.6	10.43

evident; 80 per cent of the area of the State has a population of less than 80 persons per square mile, and in this 80 per cent of the area only 22.7 per cent of the total population of the State resides.

A comparison of population per square mile and area in the five traffic sections is shown in Table 30.

Classified on the basis of township units, 9.4 per cent of the area of the State has a population of

160 or more persons per square mile, and includes 69.3 per cent of the population. In the most densely populated divisions of the State, northeastern A, southwestern A and northwestern A, over 90 per cent of the total population resides in areas having a population density of 160 or more per square mile and only from 0.2 to 1.8 per cent of the population lives in areas having less than 40 persons per square mile. In contrast to these are the areas of lowest population, east-central B,

**Table 30—Area and Population of the Five Traffic Sections Classified by Density of Population per Square Mile in 1920**

Section	Per cent of total area having a population per square mile of—				Per cent of total population residing in areas having a population per square mile of—			
	0-39	40-79	80-159	160 and over	0-39	40-79	80-159	160 and over
I. Northeastern:								
A.....	26.1	38.1	13.1	22.7	1.8	4.9	3.2	90.1
B.....	35.9	40.6	15.5	8.0	7.5	14.8	10.9	66.8
C.....	64.1	21.0	8.6	6.3	28.4	16.1	11.8	43.7
Total.....	36.1	36.3	13.3	14.3	4.2	7.5	5.2	83.1
II. Southwestern:								
A.....	17.1	27.1	14.7	41.1	1.0	2.7	2.4	93.9
B.....	28.6	42.5	18.3	10.6	7.4	17.2	14.1	61.3
Total.....	22.6	34.5	16.5	26.4	2.1	5.1	4.4	88.4
III. East-central:								
A.....	37.1	29.5	16.6	16.8	7.3	11.9	14.7	66.1
B.....	66.2	24.3	7.8	1.7	39.9	26.3	15.8	18.0
Total.....	47.5	27.6	13.5	11.4	12.7	14.2	14.9	58.2
IV. Northwestern:								
A.....	4.2	60.4	15.0	20.4	0.2	6.4	2.9	90.5
B.....	46.2	36.3	13.8	3.7	14.1	19.1	13.9	52.9
C.....	50.6	35.3	9.1	5.0	25.6	29.6	14.9	29.9
Total.....	48.1	36.5	10.0	5.4	17.3	22.1	11.6	49.0
V. Southern:								
A.....	75.0	16.0	0.0	9.0	20.3	8.9	0.0	70.8
B.....	49.2	37.2	7.2	6.4	20.2	25.3	13.5	41.0
C.....	54.6	34.6	6.6	4.2	29.3	33.2	13.8	23.7
Total.....	54.5	34.2	6.4	4.9	26.1	28.9	12.5	32.5
State total.....	45.4	34.6	10.6	9.4	9.7	13.0	8.0	69.3



*The elimination of dangerous grade crossings on the heavily traveled State routes is a pressing need*

southern C and northwestern C, in which over 50 per cent of the area has a population density of less than 40 persons per square mile, and from 1.7 to 5.0 per cent of the area has a population of 160 or over per square mile in which from 18.0 to 29.9 per cent of the population resides.

These variations indicate marked differences in the demand for highway service. In the densely populated areas a highway system designed to carry a large volume of traffic between important centers of population with tributary feeder routes will be required. These routes must be of sufficient width and of a type adequate to carry a large daily volume of traffic, including trucks and busses. Such routes should be as direct as possible and all obstructions to the free and rapid movement of traffic, such as railway crossings at grade, sharp curves, heavy grades and congested traffic areas in small cities and villages or near large cities, should be avoided.

Traffic produced in the sparsely populated sections of such an area will be relatively unimportant and can be served by short "feeder" routes connecting with the main highways.

In the sparsely populated areas the volume of traffic is smaller and its sources more scattered. Routes carrying a large volume of traffic are limited to a small number of through routes and to the immediate vicinity of the more important cities and villages.

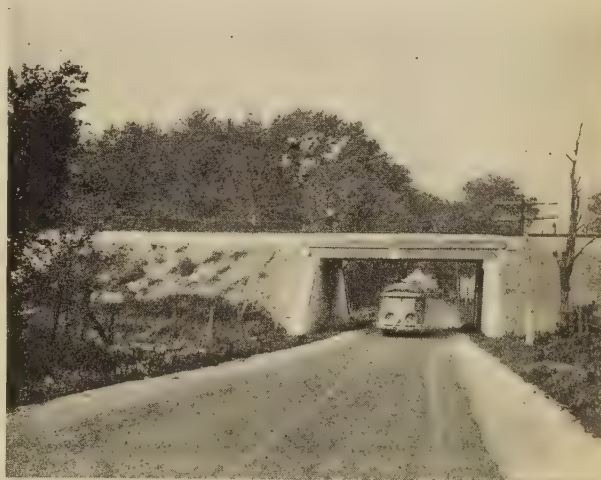
The mileage of highway which should be included in the State highway system, i. e., routes of general State importance, forms a smaller pro-

portion of the total highway mileage in the sparsely populated regions than in the densely populated areas. Highway width in excess of a normal two-lane road is rarely required in the low traffic areas, the need for improvements superior to gravel is limited, and the justifiable expenditure for removal of obstacles to the rapid movement of traffic is relatively small. The primary traffic need in these relatively unimportant traffic areas is for a mileage of serviceable highways, only the more important of which are of sufficient importance to warrant inclusion in the State highway system.

The cost per vehicle-mile of providing highway service in the low traffic areas of the State is high as compared with the cost in the heavy traffic areas. In spite of these higher costs, principles of State development and traffic service make the inclusion of a connected system of principal highway routes in the low traffic areas a proper function of the State. The mileage of State highways can, however, be lower in proportion to area in low traffic areas than in the heavy traffic areas.

During the period 1910 to 1920 the population of the State increased 20.8 per cent. This increase, however, was far from uniform throughout the State. Urban population—population residing in cities and other incorporated places having 2,500 inhabitants or more—increased 38.0 per cent, and rural population decreased 0.9 per cent.

Reference to Figure 8 will indicate that the areas increasing in population are generally the



*A typical grade crossing elimination*

areas having a large present density of population. In the areas of low population a large part of the area is decreasing in population and many areas decreased more than 10 per cent during the period from 1910 to 1920. Areas in these sections that increased in population are principally townships including the smaller cities and villages.

An analysis of the increase and decrease of

population in the State between 1910 and 1920, by townships is shown in Table 31.

Of the total increase in population in the State between 1910 and 1920, 83.3 per cent was in the sections of dense population—northeastern A, southwestern A and northwestern A. In these same sections from 69.9 per cent to 76.3 per cent of the total area is increasing in population.

Table 31—Rate of Increase in Population, Distribution of Increase, and Percentage of Area Increasing and Decreasing in Population 1910-1920<sup>1</sup>

Section	Per cent increase in population 1910-1920	Per cent of total increase in population	Per cent of area of section	
			Increasing in population	Decreasing in population
I. Northeastern:				
A.....	55.5	67.4	76.3	23.7
B.....	19.8	9.2	29.0	71.0
C.....	9.0	0.9	48.5	51.5
Total.....	43.6	77.5	53.4	46.6
II. Southwestern:				
A.....	13.7	9.6	69.9	30.1
B.....	13.6	2.0	58.4	41.6
Total.....	13.7	11.6	64.3	35.7
III. East-central:				
A.....	11.9	4.5	45.8	54.2
B.....	-0.9	-0.1	19.3	80.7
Total.....	9.6	4.4	36.4	63.6
IV. Northwestern:				
A.....	28.2	6.3	71.6	28.4
B.....	8.1	1.2	30.3	69.7
C.....	-1.0	-0.7	21.4	78.6
Total.....	6.6	6.8	24.6	75.4
V. Southern:				
A.....	29.7	1.4	55.4	44.6
B.....	2.6	0.5	21.9	78.1
C.....	-4.7	-2.2	16.5	83.5
Total.....	-0.4	-0.3	19.9	80.1
State total.....	20.8	100.0	34.0	66.0

<sup>1</sup> Minus sign indicates a decrease in population.

The three sections having the lowest present density of population—east-central B, southern C and northwestern C—are all decreasing in population. In these sections only 16.5 per cent to 21.4 per cent of the area is increasing in population.

If the trend of population between 1910 and 1920 continues, and it may reasonably be expected to continue, although the rates of increase or decrease may slowly change, the greatest increase in traffic will be found in the densely populated areas.

In small areas of sparse population surrounded by or contiguous to centers of population, traffic originating in these centers will dominate the highways of the small areas and traffic will increase rapidly, but in the larger areas of sparse population, particularly parts of the southern and northwestern sections, a rapid increase in traffic is not expected.

A continuous program of highway improvement is required in all parts of the State, but the most important as well as the most difficult problems of such improvement will be found in the densely populated areas. In the sparsely populated areas a highway of normal two-lane width provided with a surface adequate to carry the volume of traffic using the particular highway will meet traffic requirements for a considerable period of years. In the densely populated areas the planning of State and county highway systems which will economically serve the rapidly increasing volume of traffic should include the construction of the best types of highway surfaces, the provision of proper highway width, the acquisi-

tion of new right of way for relocations and for alternative or parallel routes as required, the elimination of railway grade crossings, reduction of grades and elimination of traffic congestion points. Adequate planning of highway facilities in the vicinity of large population centers also requires



*Congestion on State Route 163 in Oak Harbor*

the provision of "by-pass" routes for traffic desiring to avoid congested city streets. Such "by-pass" routes are required for the important through routes around the larger cities and also around the smaller cities and villages on the heavy traffic routes connecting important terminal areas. The economical and efficient execution of such a program requires the anticipation of future traffic needs and the planning at the present time of projects that will be required over a period of several years. The area within which such intensive planning is required constitutes a relatively small part of the State of Ohio, is limited to the main routes of travel, and on these routes it lies principally in proximity to the larger cities.

## FORECAST OF HIGHWAY TRAFFIC

**P**ROPOSED new construction, reconstruction and widening in Ohio should be planned to provide service for future traffic as well as for present traffic. The building of a highway which will not meet traffic demands during the expected life of the improvement will result in traffic congestion and early reconstruction and is an uneconomic investment of public funds. Building in excess of the traffic needs of any route is undesirable, since it requires an outlay of public funds which could be used more advantageously for other highway improvements. The principle of stage construction in highway development is a conservative method of adjusting highway improvement to traffic needs when the trend of traffic increase is unknown. A knowledge of future traffic, in so far as it can be predicted with reasonable accuracy, is, however, essential in the establishment of a sound plan of highway improvement.

A forecast of traffic based directly upon past traffic trends is not possible, since there is no historical series of highway traffic records in Ohio. Such records are available in the States of Maine, Maryland, Massachusetts, Michigan and Wisconsin. These series are of varying length, ranging from records made at three-year intervals between 1909 and 1924 in Massachusetts to annual series beginning between 1916 and 1920 in the other States. Although relatively short, these series cover the major part of the period of rapid increase of motor vehicle traffic on the highways of these States. The rapid changes in motor vehicle development and use would impair the value of earlier records even if such records were available.

Highway traffic and motor vehicle registration in each of these States have increased at approximately equal rates, as shown in Figure 31.<sup>8</sup> The great variations in industrial and agricultural development, in population, in motor vehicle registration and in the period of the series apparently

has had no effect upon the relationship between the rates of traffic increase and motor vehicle registration growth.

In the absence of any comprehensive historical series of traffic records in Ohio it has therefore been assumed that highway traffic in Ohio is increasing directly with the increase in motor vehicle registration.

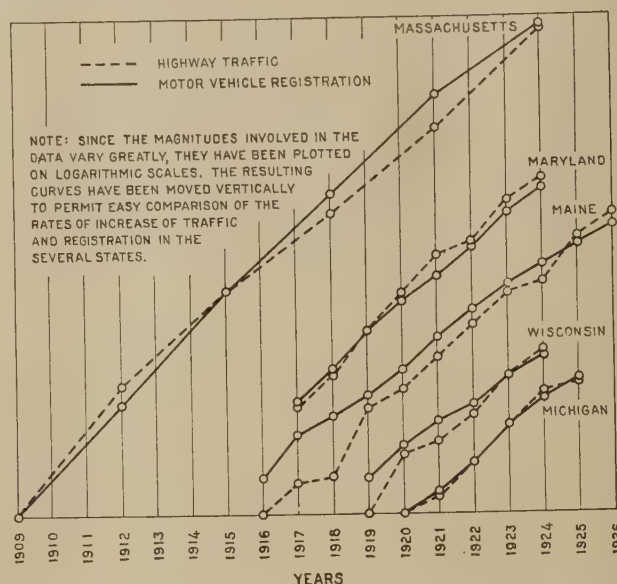


Fig. 31—Trends of Highway Traffic and Motor Vehicle Registration in Massachusetts, Maryland, Maine, Wisconsin, and Michigan

The increase of motor vehicle registration is a function of two variables: (1) The increase in population; and (2) the increase in ownership and use of motor vehicles in proportion to population, measured by the number of persons per motor vehicle. The past trend of both of these factors may be determined from available records.

Population changes are measured accurately by the decennial census and intercensal estimates made by the Bureau of the Census. Population by years as estimated by the Bureau of the Census from 1913 to 1923 and estimates calculated by extension of the Census method for 1924 to 1930 and for 1935 are shown in Table 32.

The growth of motor vehicle registration in proportion to population, i. e., the decrease in persons per car, appears to follow the same general characteristics as the growth of population, an

<sup>8</sup> For a detailed presentation of highway traffic and motor vehicle registration data in each of these States see "Report of a Survey of Transportation on the State Highway System of Connecticut," 1926; and "The Maine Highway Transportation Survey, Public Roads, Vol. 6, No. 3, May, 1925.

Table 32—Comparison of Population and Number of Motor Vehicles in the State of Ohio

Year	Registration (thousands)		Population <sup>1</sup> (thousands)	Persons per car	
	Actual	Estimated		Actual	Estimated
1913.....	86	86	5,095	59.24	59.24
1914.....	123	127	5,197	42.60	40.92
1915.....	181	179	5,299	29.28	29.60
1916.....	252	245	5,402	21.44	22.05
1917.....	347	324	5,504	15.86	16.99
1918.....	413	416	5,606	13.57	13.48
1919.....	511	521	5,708	11.17	10.96
1920.....	621	637	5,810	9.36	9.12
1921.....	721	763	5,913	8.20	7.75
1922.....	859	897	6,015	7.00	6.71
1923.....	1,069	1,038	6,117	5.72	5.89
1924.....	1,242	1,181	6,219	5.01	5.27
1925.....	1,346 <sup>2</sup>	1,329	6,321	4.70	4.76
1926.....	1,480 <sup>2</sup>	1,475	6,424	.....	4.36
1927.....	.....	1,621	6,526	.....	4.03
1928.....	.....	1,763	6,628	.....	3.76
1929.....	.....	1,902	6,730	.....	3.54
1930.....	.....	2,035	6,833	.....	3.36
1935.....	.....	2,607	7,344	.....	2.82

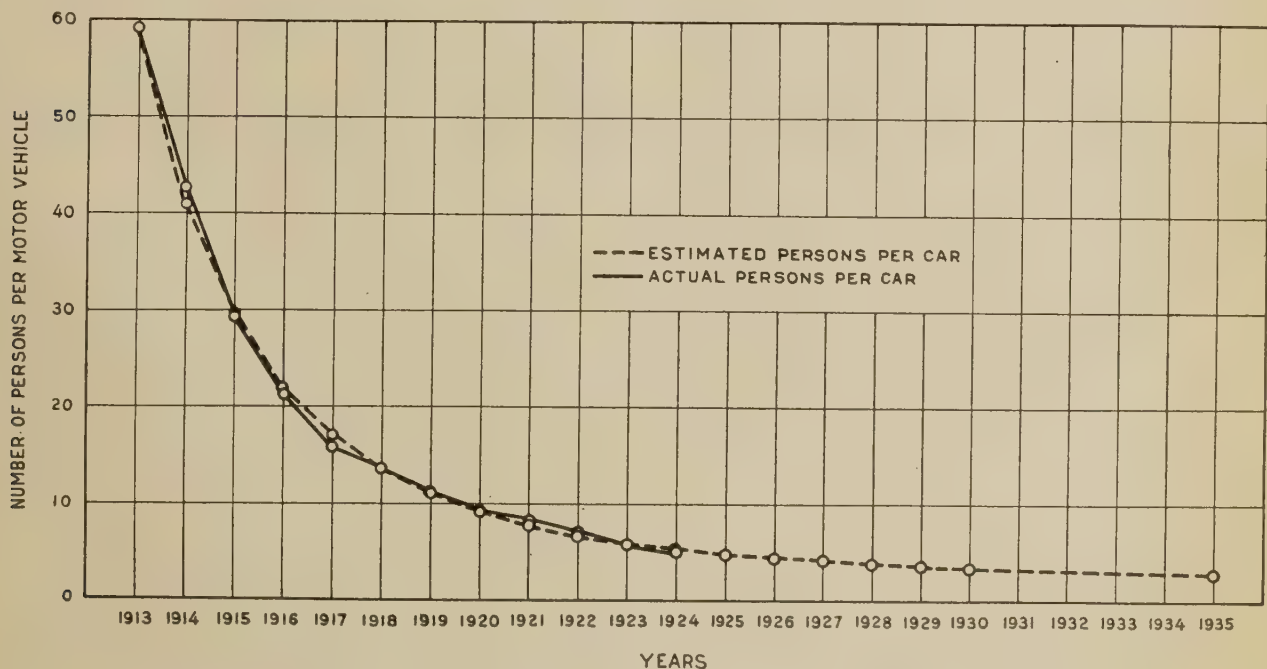
<sup>1</sup> Population as of July 1, of each year.<sup>2</sup> Data not available when forecast was made. Estimate differs by 1.3 per cent from actual value in 1925, and by 0.3 per cent in 1926.

Fig. 32—The Number of Persons per Car in Ohio for the years 1913 to 1935 (Based on Estimated Population for Intercensal Years)

early growth slow in number of vehicles but rapid in rate of increase followed by a gradual decrease in the rate of growth.

The number of persons per car in Ohio during the years 1913 to 1925 and the extension of the trend of persons per car to 1935 is shown in Figure 32. The estimated number of persons per car for each year is shown in Table 32.

Combining estimated population and estimated number of persons per car for each year the predicted registration for each year is obtained. These estimates are also shown in Table 32.

On the basis of these predictions it is estimated that motor-vehicle registration in 1930 will be 2,035,000, with 3.36 persons per car, and in 1935, 2,607,000, with 2.82 persons per car. The increase in motor-vehicle registration between 1925 and 1930 is therefore expected to be 51 per cent and the increase between 1930 and 1935, 28 per cent.

The rate of population change varies greatly in different sections of the State, as does also the present number of persons per car.<sup>9</sup>

The rates of decrease in persons per car within these areas, however, follow the same principle and are therefore in close agreement.

To allow for differences in the rate of population change and for differences in the present number of persons per car in the various sections of the State, the number of persons per car, based on estimated population and actual motor-vehicle registration in 1925 were obtained for each county of the State. To this 1925 value for each county was applied the rate of decrease in persons per car for the State between 1925 and 1930. The estimated registration for each county in 1930 was calculated by applying the estimated number of persons per car in 1930 for each county to the estimated 1930 population of that county. From the actual county registration in 1925 and the estimated registration in 1930 the percentage increase in registration for the county was computed. This method results in the same total for the State and reflects differences in motor-vehicle registration in 1925, as well as differences in rates of population growth in the 88 counties. The expected county registration growth, 1925 to 1930, varies from 41.3 to 74.9

per cent, the latter rate resulting from a rapid rate of population increase.

Since traffic increases at the same rate as motor-vehicle registration the expected traffic at each survey station was determined by applying the county rate of registration increase to each traffic station in the county. The resulting forecast of traffic at each station is shown in Appendix III.

Industrial and suburban development, as well as changes affecting the present highway system as to location of routes, routing of traffic and detours and condition of improvement, influences traffic on short sections of highway and it is not expected that these estimates will in all cases reflect exactly the actual traffic in 1930, but it is believed that they will reflect with reasonable accuracy highway traffic on the State highway system as a whole.

In certain areas, particularly areas of sparse population adjacent to centers of population, a very important part of the traffic originates in the centers of population. In such cases a traffic forecast based on the population and motor-vehicle registration in the sparsely populated area will not reflect the influence of traffic originating outside the county boundaries.

To allow for such variations, and also because population estimates based on arithmetical progressions<sup>10</sup> are less accurate when applied to smaller areas and when forecasted over a greater number of years, the traffic forecast for 1935 was computed on the basis of the State increase in registration between 1930 and 1935 rather than for increases in each county. The 1935 forecast therefore represents an increase of 28 per cent over the forecast in 1930 for all sections of the State. Because of the longer period of time and the greater probability of changes in the rate of population growth, in motor vehicle use, and in the State highway system, the traffic forecast for 1935 is expected to be less accurate than the forecast for 1930. It has therefore been applied to highway sections rather than to individual points and is expected to reflect traffic conditions in 1935 within the limits of accuracy required in the establishment of a sound plan of highway improvement.

<sup>9</sup> See "Highway Traffic and Population," p. 57.

<sup>10</sup> The method used by the Bureau of the Census.

# TRAFFIC CLASSIFICATION OF THE OHIO STATE HIGHWAY SYSTEM

**T**HE scientific improvement of highways in a manner consistent with the conditions to be met during the life of the improvements must be based on a number of factors. The fundamental purpose of any highway improvement is adequate service for the volume and type of traffic which is using and will use the highway. Soil, subgrade, drainage, climatic and other physical conditions have a decided influence on the traffic capacity of a given class of improvement. The type and design selected for a given highway improvement should be the type and design which will economically serve present and expected traffic under existing soil, subgrade, drainage, climatic and other physical conditions. Construction of a highway in excess of these needs or inadequate for them is a violation of the principle that the improvement should be such as to provide maximum traffic service at a minimum total cost. Total cost involves construction costs, maintenance and repair costs, life of pavement, and vehicle operating costs.

To provide the basis for a scientific planning of the highway improvement program a traffic classification of the Ohio State highway system, based on present and expected total traffic, truck traffic, large-capacity trucks, and special traffic such as motor busses, has been established.

As a basis for the plan of highway improvement, the State highways are classified in three groups designated as major, medium and minor

traffic highways, according to their average daily traffic. Routes or sections of routes carrying 1,500 or more motor vehicles per day are classed as major routes; those carrying 600 to 1,500 vehicles per day are classed as medium routes; and those carrying less than 600 vehicles daily are classed as minor routes. The routes or sections of routes are classified in this way on the basis of the observed 1925 traffic, and the estimated traffic for 1930 and 1935 is employed in a similar manner to indicate the probable classification in those years.

Highways classed as major sections include, in addition to the roads carrying 1,500 or more vehicles in 1925, those sections carrying less than 1,500 in 1925 but which are expected to carry 1,500 or more vehicles in 1930, and similarly in 1930, in addition to the sections actually carrying at that time 1,500 or more vehicles there are included as major traffic highways those which are expected to carry that number in 1935.

A similar method is employed in classifying the highways of the medium traffic group; which includes sections actually carrying between 600 and 1,500 vehicles per day in 1925 and expected to carry that number in 1930.

Minor traffic highways are those which are expected to carry less than 600 daily vehicles in 1925 and 1930.

The traffic classes shown in Figure 33 are as follows:

Classification	Average daily motor vehicles		
	1925	1930	1935
Major 1.....	1,500 or more	1,500 or more	1,500 or more
Major 2.....	600—1,500	1,500 or more	1,500 or more
Major 3.....	600—1,500	600—1,500	1,500 or more
Medium 1.....	600—1,500	600—1,500	600—1,500
Medium 2.....	less than 600	600—1,500	600—1,500
Minor 1.....	less than 600	less than 600	600—1,500
Minor 2.....	less than 600	less than 600	less than 600

All sections expected to carry 1,500 or more motor vehicles per day by 1935 are classed as major, since any proposed construction or reconstruction project on these sections will carry in excess of 1,500 motor vehicles during all or a substantial part of the expected life of the improvement.

Sections carrying between 600 and 1,500 motor vehicles per day in 1925 or expected to carry this volume of traffic by 1930 are classed as medium, since proposed improvements on these sections will carry in excess of 600 motor vehicles per day during the major part of the expected life of the improvement.

Sections carrying less than 600 vehicles per day in 1925, and not expected to carry more than 600 vehicles per day until after 1930, are classed as minor on the theory that proposed improvements in the immediate future will not be required to carry in excess of 600 vehicles for a period of at least five years and that improvements superior to gravel are not in general justified at the present time since present minor-type improvements can be utilized at least partially for higher type improvements when required.

The above traffic limits are based primarily on present practice and, as regards the limit between the major and medium classes, are confirmed by a study of surface maintenance costs on various types of surface in Ohio.

The traffic classification<sup>11</sup> of each section of

<sup>11</sup> On sections of highways where the daily volume of traffic during 1925 was abnormal due to construction, detours or condition of present improvement, normal traffic was estimated and the traffic classification was based on this estimate. Sections on which traffic classification was estimated are indicated by a broken line in Figure 33.

the State highways is shown in Figure 33 and the highways in each class are listed in Appendix XIII. The mileage of highways of each class in each of the three years, 1925, 1930, and 1935, is shown in Table 33.

Experience in many States indicates that ordinary gravel and similar surfaces can not be economically maintained when the traffic materially exceeds 500 to 600 vehicles per day and similar experience in Ohio, when it exceeds approximately 600 vehicles per day. Above that traffic density the type and design of surface required is largely a function of the frequency of heavy loads, the choice of types including bituminous types for the lower densities and the several pavement types for the roads of greater traffic density.

If, on the basis of this experience, those sections of the Ohio State highway system which carry a traffic of 600 or more vehicles per day be considered as requiring a type of surface superior to gravel, it is found that in 1925 over one-third of the 11,000 miles of the State system, or 3,852 miles require such surfaces and ten years later in 1935, based on the forecast of expected traffic, approximately half the system, or 5,221 miles, should be so improved.

From 1925 to 1935 there is a continual shift of sections from the minor to the medium class and finally to the major traffic classification. A little more than eight per cent of the State system is classified as major in 1925. It is estimated that by 1930 the mileage of highways of major traffic significance will be nearly double that of 1925; and the mileage of this class in 1935 will be approximately 2.7 times that of 1925. Medium

Table 33—Traffic Classification of Ohio State Highways

Class	1925		1930		1935	
	Miles	Per cent	Miles	Per cent	Miles	Per cent
Major.....	947	8.6	1,709	15.6	2,512	22.9
Medium.....	2,905	26.4	3,512	31.9	2,709	24.6
Minor.....	7,148	65.0	5,779	52.5	5,779	52.5
Total.....	11,000	100.00	11,000	100.00	11,000	100.00

FIGURE 33

HIGHWAY TRAFFIC SURVEY  
OF  
THE STATE OF OHIO  
TRAFFIC CLASSIFICATION OF STATE HIGHWAY  
SYSTEM, 1925, 1930, AND 1935



TRAFFIC CLASSIFICATION	AVERAGE DAILY MOTOR VEHICLES		
	1925	1930	1935
Major	1500 or over	1500 or over	1500 or over
Major	600-1500	1500 or over	1500 or over
Major	600-1500	600-1500	1500 or over
Medium	600-1500	600-1500	600-1500
Medium	Less than 600	600-1500	600-1500
Minor	Less than 600	Less than 600	Less than 600



Table 34—Traffic Classification of Mileage in the Five Traffic Sections

Section	Traffic classification									Total
	Major			Medium			Minor			
	1925	1930	1935	1925	1930	1935	1925	1930	1935	
Northeastern.....	522	857	1,089	1,081	1,128	896	1,218	836	836	2,821
Southwestern.....	147	251	304	239	218	165	350	267	267	736
East-central.....	85	187	299	361	360	248	839	738	738	1,285
Northwestern.....	176	337	597	786	1,033	773	2,440	2,032	2,032	3,402
Southern.....	17	77	223	438	773	627	2,301	1,906	1,906	2,756
Total.....	947	1,709	2,512	2,905	3,512	2,709	7,148	5,779	5,779	11,000

Per cent of mileage of section										
Northeastern.....	18.5	30.4	38.6	38.3	40.0	31.8	43.2	29.6	29.6	100.0
Southwestern.....	20.0	34.1	41.3	32.5	29.6	22.4	47.5	36.3	36.3	100.0
East-central.....	6.6	14.6	23.3	28.1	28.0	19.3	65.3	57.4	57.4	100.0
Northwestern.....	5.2	9.9	17.6	23.1	30.4	22.7	71.7	59.7	59.7	100.0
Southern.....	0.6	2.8	8.1	15.9	28.0	22.7	83.5	69.2	69.2	100.0

Per cent of State mileage										
Northeastern.....	4.7	7.8	9.9	9.8	10.2	8.1	11.1	7.6	7.6	25.6
Southwestern.....	1.3	2.3	2.8	2.2	2.0	1.5	3.2	2.4	2.4	6.7
East-central.....	0.8	1.7	2.7	3.3	3.3	2.3	7.6	6.7	6.7	11.7
Northwestern.....	1.6	3.1	5.4	7.1	9.3	7.0	22.2	18.5	18.5	30.9
Southern.....	0.2	0.7	2.1	4.0	7.1	5.7	20.9	17.3	17.3	25.1
Total.....	8.6	15.6	22.9	26.4	31.9	24.6	65.0	52.5	52.5	100.0

Per cent of classified mileage in each section										
Northeastern.....	55.1	50.1	43.3	37.2	32.1	33.1	17.1	14.5	14.5	.....
Southwestern.....	15.5	14.7	12.1	8.2	6.2	6.1	4.9	4.6	4.6	.....
East-central.....	9.0	11.0	11.9	12.4	10.3	9.2	11.7	12.8	12.8	.....
Northwestern.....	18.6	19.7	23.8	27.1	29.4	28.5	34.1	35.1	35.1	.....
Southern.....	1.8	4.5	8.9	15.1	22.0	23.1	32.2	33.0	33.0	.....
Total.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	.....

traffic highways increase from approximately 26 per cent of the total in 1925 to nearly 32 per cent in 1930 and decrease to about 24 per cent in 1935. The decrease in medium classification mileage between 1930 and 1935 is explained

by the increase in major class sections during this period without a corresponding increase in the medium class sections. Minor traffic highways decrease from two-thirds of the mileage in 1925 to one-half the total mileage in 1930 and 1935.

The distribution of major, medium and minor traffic routes in 1925, 1930 and 1935 by sections of the State is shown in Table 34.

A comparison of the classified mileage within these sections of the State indicates the importance of the northeastern and southwestern sections in major class mileage. In the southwestern section, in 1925, one-fifth of the highways are of the major traffic class, and in the northeastern section 18.5 per cent, as compared with 6.6 per cent in the east-central section, 5.2 in the northwestern section, and but 0.6 per cent in the southern section. In 1930 and 1935 the percentage of mileage in the major class increases in all sections, but the east-central, northwestern and southern sections remain low as compared with the northeastern and southwestern sections.



*A macadam road near Centerburg in need of repair as a result of recent heavy hauling*

In 1925, 55.1 per cent of the major traffic mileage of the State, 522 miles, was in the northeastern section; in 1930 the corresponding percentage is expected to be 50.1 and in 1935, 43.3 per cent.

The northeastern and southwestern sections with 32.3 per cent of total State highway mileage had, in 1925, 70.6 per cent of the major traffic mileage, and will have in 1930, 64.8 per cent, and in 1935, 55.4 per cent.

Major traffic mileage in the southern section is less than one per cent of the State highway mileage in the section in 1925 and only 8.1 per cent in 1935.

The mileage of major and medium classification in 1930 which is not now improved with surfaces superior to gravel affords a reliable index to the need for new improvements during the next few years.

The mileage shown as improved with types superior to gravel in Table 35 includes all highways now having such surfaces regardless of condition or present surface width. Included in this mileage is a considerable mileage of surfaces in poor condition which must be reconstructed to provide adequate highway service, and a large mileage of narrow surfaces which must be widened in order to serve present and expected future traffic.

In the east-central, northwestern and southern sections over half the total State highway mileage of the section is expected to remain in the minor traffic class in 1935.

Comparison of the mileage classified as major or medium traffic routes in 1930 (Table 35) with the present mileage of improvements in these classes indicates the need for an extensive program of new construction during the next few years.

**Table 35—Comparison of the Mileage of Surfaces Superior to Gravel in 1925 and the Mileage of Major and Medium Traffic Classification in 1930**

Section	Mileage of major and medium classification 1930	Mileage of major and medium classification improved with surfaces superior to gravel 1925	Mileage of major and medium classification not improved with surfaces superior to gravel 1925
Northeastern.....	1,985	1,160	825
Southwestern.....	469	282	187
East-central.....	547	323	224
Northwestern.....	1,370	620	750
Southern.....	850	303	547
Total.....	5,221	2,688	2,533

FIGURE 34

# HIGHWAY TRAFFIC SURVEY OF THE STATE OF OHIO PROPOSED PLAN OF IMPROVEMENTS ON THE STATE HIGHWAY SYSTEM





# THE OHIO PLAN OF HIGHWAY IMPROVEMENT

**A**NALYSIS of the 11,000 miles of State highways, considering present improvements and their condition, and present and estimated future traffic, indicates that 4,521 miles of new construction, reconstruction and widening of highways, to a minimum of 18 feet, will be necessary to meet traffic requirements during the five-year period from January 1, 1927, to December 31, 1931.

The location of the proposed new construction, reconstruction and widening of present surfaces is shown in Figure 34, which also shows the type and width of highway improvements as of December 31, 1926.

Of the 4,521 miles included in the proposed improvement program, shown in Table 36, 1,707 miles, 37.8 per cent of the total plan mileage, is classed as new construction, of which 1,007 miles represents construction of surfaces superior to gravel and 700 miles construction of traffic-bound improvements on minor traffic routes; 1,220 miles, 27.0 per cent, reconstruction of old worn-out surfaces; and 1,594 miles, 35.2 per cent, widening of narrow surfaces.

It is estimated that the proposed plan of highway improvement, exclusive of bridges and the separation of railroad grade crossings, will cost approximately \$100,000,000.

The urgent need for widening of present surfaces is indicated by the fact that there were on the State system, in 1925, approximately 4,800 miles of surfaces superior to gravel less than 18 feet in width, of which approximately 1,400 miles were from 10 to 15 feet in width. On light traffic routes, where the present width is between 16 and 18 feet and the surface is in good condition, widening of present surfaces can well be deferred to a later period and, therefore, this mileage is not included in the proposed widening program. There is also included in the plan a limited mileage of present pavements, 18 feet in width, which require additional width to serve present and expected traffic.

The five-year new construction, reconstruction, and widening program involves 41.1 per cent of the total State highway mileage. The remaining 58.9 per cent, 6,479 miles, consists of surfaces in

**Table 36—Proposed Ohio Five-year New Construction, Reconstruction and Widening Program and Estimated Improvement Cost**

Class of improvement <sup>1</sup>	Miles	Per cent	Estimated cost <sup>2</sup>	Per cent
New construction.....	1,707	37.8	\$41,122,000	41.2
Surfaces superior to gravel.....	1,007	.....	\$34,443,000	.....
Traffic-bound.....	700	.....	6,679,000	.....
Reconstruction.....	1,220	27.0	35,188,000	35.2
Widening.....	1,594	35.2	23,644,000	23.6
Total.....	4,521	100.0	\$99,954,000	100.0

<sup>1</sup> *New construction* is defined as construction on present unimproved sections of highways and sections where the present surface cannot be salvaged because of its present condition, location or alignment. The selection of surfaces for this new construction will be based on traffic and physical conditions. *Reconstruction* is defined as the rebuilding of worn-out surfaces with the same or a superior surface type. *Widening* is defined as the extension of present surfaces to a minimum of 18 feet and a greater width where required. In general, surfaces 16 to 18 feet in width on minor traffic routes are not included in the widening program. If the condition of the surface requires reconstruction they have been included in the reconstruction program. The distinction between widening and reconstruction is not clear in many cases but for the larger part of the reconstruction mileage the condition of the surfaces is such as to require rebuilding. Where the surfaces are narrow, reconstruction will also include widening of the surface.

<sup>2</sup> The estimated cost of each of the three classes of improvement was made by estimating the cost of grading, minor structures exclusive of bridges, and the approximate surface type required for the subgrade conditions and estimated future traffic on each mile of the proposed plan.

satisfactory condition and adequate for expected traffic during the next five years.

The mileage of proposed new construction, reconstruction, and widening in the five traffic sections is shown in Table 37.



*Landslides are a serious problem for the roadbuilder in southern Ohio*

The improvement program is distributed over the entire State, including from 29.3 to 53.6 per cent of the total State highway mileage in each section.

The northeastern section of the State is the most important total traffic (fig. 8) and motor trucking area (figs. 8 and 14), and contains the largest amount of major traffic mileage.

In the southwestern section the ratio of major traffic mileage to total State mileage is higher than in the northeastern section, but this section is smaller in area and in road mileage and is therefore second in importance to the northeastern section.

In these two sections a considerable part of the total mileage is now improved with surfaces superior to gravel, and the proposed new construction, because of the density of traffic on the highways of these areas, will be primarily major traffic improvements. The proposed traffic-bound improvements in the northeastern section are located in the sparsely populated parts of the section, and are on routes of local rather than State-wide importance.

In the east-central and northwestern sections new construction is almost equally divided between the higher types of surfaces and traffic-bound improvements. The construction of types superior to gravel is largely limited to routes in the vicinity of the larger cities and to the principal through routes, and traffic-bound construction to the routes which carry principally a small volume of local traffic.

In the southern section the extensive traffic-bound construction program completed during the

**Table 37—Proposed New Construction, Reconstruction, and Widening Program in the Five Traffic Sections**

Section	Total State highway mileage	Total improvement program		New construction				Reconstruction		Widening	
				Surfaces superior to gravel		Traffic-bound					
		Miles	Per cent of total miles	Miles	Per cent of total miles	Miles	Per cent of total miles	Miles	Per cent of total miles	Miles	Per cent of total miles
Northeastern.....	2,821	1,511	53.6	295	10.5	167	5.9	496	17.6	553	19.6
South western.....	736	269	36.6	53	7.2	.....	.....	88	12.0	128	17.4
East-central.....	1,285	574	44.7	122	9.5	124	9.6	132	10.3	196	15.3
North western.....	3,402	1,360	40.0	252	7.4	332	9.8	306	9.0	470	13.8
Southern.....	2,756	807	29.3	285	10.3	77	2.8	198	7.2	247	9.0
Total.....	11,000	4,521	41.1	1,007	9.1	700	6.4	1,220	11.1	1,594	14.5

past few years is evident in the relatively small additional mileage of traffic-bound construction planned for this region. The proposed construction of surfaces superior to gravel in this section is relatively large because of the present small mileage of such types and is limited largely to a few important traffic routes.

The reconstruction program is relatively largest in the northeastern section and smallest in the southern section, reflecting the traffic density in the five sections.

The northeastern section, with approximately one-fourth of the total State highway mileage, has 40 per cent of the reconstruction program.

important traffic routes. The widening of surfaces now 16 feet in width on the routes of minor traffic importance although desirable has been deferred until more necessary improvements have been completed. The widening program, however, includes the widening of a considerable mileage of extremely narrow surfaces (10 to 12-foot widths) on routes of medium and minor traffic importance.

The proposed plan of highway improvement, as shown in Figure 34, reflects, in general, the highway traffic classification for 1925 and 1930 as shown in Figure 33. The 1935 classification is of particular value in the selection of surfaces



*Concrete through-arch bridge over the great Miami River at Piqua on the Piqua-Urbana road, State Route 29*

This large program is required to replace with modern improvements the large mileage of the older, badly worn surfaces which are very expensive to maintain under their present traffic.

The widening program is dependent upon traffic density and earlier construction practices. The largest widening program is required in the northeastern section, followed in order by the southwestern, the east-central, the northwestern and the southern sections.

In the northeastern and southwestern sections the widening program includes widening in excess of 18 feet on a relatively small mileage of very heavy traffic routes as well as extension of present narrow surfaces to 18 or 20 feet on other

for the more durable classes of improvement. Present condition of surfaces and existing soil, subgrade, drainage, climatic and other physical conditions as well as present and expected traffic must be considered in the detailed planning of specific improvements.

The above estimate of permanent improvements required during the next five years does not include the cost of major structures such as bridges and grade separations at railroad crossings. It is estimated that \$8,000,000 will be required for bridge construction during this period.

The elimination of railroad grade crossings on the State highway system, particularly on the major and medium traffic routes, presents a criti-



*North Hill Viaduct at Akron, Ohio. Length, 2,800 feet; roadway, 52 feet; built 1921*

cal problem requiring early solution. There are at present more than one thousand crossings at grade on the State highway system outside of municipalities, many of which constitute serious traffic hazards. It is estimated that approximately \$16,000,000 will be required for necessary grade crossing elimination during the next five years. Approximately 50 per cent of this cost will be assessed against the railroads, making the expenditure of public funds approximately \$8,000,000. For maintenance and repair of the State highway system approximately \$53,000,000 will be required during the five-year period. Administra-

tion costs for the same period will approximate \$3,000,000.

The plan of highway improvement has been based upon a detailed analysis of the present condition of highway surfaces and present and expected traffic. Contingencies which can not be foreseen will undoubtedly arise and it is therefore believed desirable to include a contingency fund of \$5,000,000 for the five-year period.

A summary of budget requirements for the five-year period, January 1, 1927, to December 31, 1931, is shown in Table 38.

It is believed that the proposed plan of highway improvements and budget requirements for the five-year period will provide adequate highway service for the large and increasing volume of traffic using the State highway system and that they are at the same time commensurate with the dictates of financial economy which must always govern the expenditure of public funds.



*One of the few surviving covered bridges. This one is on the National Road near Hebron*

**Table 38—Estimate of Budget Requirements for the State Highway System, January 1, 1927, to December 31, 1931, Prepared by Ohio State Department of Highways**

Item	Estimated total cost	Funds required by State highway department
New construction, reconstruction and widening of highway surfaces..	\$100,000,000	\$100,000,000
Bridge construction.....	8,000,000	8,000,000
Railway grade crossing elimination.....	16,000,000 <sup>1</sup>	8,000,000
Maintenance and repair.....	53,000,000	53,000,000
Administration.....	3,000,000	3,000,000
Contingency fund.....	5,000,000	5,000,000
Total.....	\$185,000,000	\$177,000,000

<sup>1</sup> To be shared equally by the State and railroad companies involved.

# APPENDIX I

## MOTOR TRUCK TRANSPORTATION OF COMMODITIES

Products of manufacture form the principal class of commodities transported over the State highways of Ohio. There are engaged in the transportation of this class of commodities 55.9 per cent of all loaded trucks operating over the State highway system. The most important individual commodities in this class are bakery goods, groceries, beverages and bottles, used furniture and household goods, wooden containers, and empty cans. Together, these commodities comprise 47.8 per cent of all truck loads of products of manufacture.

Table 39 shows the comparative importance of the several classes of commodities with respect to the number of trucks loaded with each, the net tonnage of commodities carried, and average length of haul.

**Table 39—Commodities transported on Ohio State highways**

Commodity class	Loaded trucks	Net tons <sup>1</sup>	Average length of haul
	Per cent	Per cent	Miles
Products of manufacture....	55.9	46.6	36
Products of animals.....	14.3	12.7	28
Products of agriculture....	10.5	9.2	27
Products of mines.....	8.5	16.9	8
Products of forests.....	3.3	4.4	20
Miscellaneous.....	7.5	10.2	48
Total.....	100.0	100.0	32

<sup>1</sup> Includes net tonnage hauled by trailers.

Products of animals are next in importance to manufactured products, comprising 14.3 per cent of the truck loads and 12.7 per cent of the total net tonnage moving over the State highway system. Milk and other dairy products and meat and other packing-house products are the principal commodities in this class, these commodities being the cargo of 66.4 per cent of the trucks hauling products of animals.

Based on net tonnage, products of mines are second in importance to manufactured products. Coal, sand, clay, gravel, and stone are the principal products hauled. The importance of this class of commodities is lessened considerably by the fact that their average length of haul is only 8 miles, and also by the fact that they are carried by only 8.5 per cent of the loaded trucks. Transportation of these products by highway is largely limited to areas containing coal deposits, stone quarries, and sand and gravel pits. In many cases the hauling is of short duration, depending upon the length of time required for the construction of some particular project, such as a bridge, road, or building.

Products of agriculture account for 10.5 per cent of all loaded trucks and 9.2 per cent of the total net tonnage. The chief commodities in this class are fresh fruits and

vegetables, feed and grain and these commodities account for 76.2 per cent of the trucks hauling products of agriculture.

Products of forests are the least important class of goods hauled over the highway.

A large portion of the miscellaneous commodities listed in Table 39 consists of loads of general express and freight, being mixed loads difficult to classify under any specific commodity.

The principal commodities hauled on Ohio State highways are listed in Table 40.

**Table 40—Principal commodities hauled on Ohio State highways**

Commodity	Loaded trucks	Net tons	Average length of haul
	Per cent	Per cent	Miles
Bread and bakery goods....	6.1	1.7	22
Groceries.....	5.4	6.0	26
Coal.....	4.6	7.6	7
Wooden containers.....	4.2	1.4	38
Milk.....	3.9	5.7	23
Furniture and household goods (used).....	3.9	4.0	117
Empty cans.....	3.9	2.2	24
Clay, gravel, sand and stone	3.8	9.3	10
Fresh fruits.....	3.7	3.5	33
Other dairy products.....	3.0	1.8	35
Fresh vegetables.....	2.8	2.1	30
Lumber.....	2.8	3.6	19
Meat and other packing-house products.....	2.6	1.4	25
General freight.....	1.9	3.4	38
Beverages.....	1.6	1.8	23
Bottles.....	1.6	1.1	16
Feed and other mill products.....	1.5	1.2	14
General express.....	1.1	3.2	66
Miscellaneous.....	41.6	39.0	34
Total.....	100.0	100.0	32

Bread and bakery goods are the principal commodities based on the number of loaded trucks; but these commodities account for only 1.7 per cent of the total net tonnage of all commodities. Groceries, on the other hand, which were hauled by 5.4 per cent of all loaded trucks, made up 6.0 per cent of the total net tonnage. The average net load of 730 pounds of bread and bakery goods, as compared with an average net load of 3,030 pounds of groceries, indicates the use of small, light trucks for the transportation of the former commodity and of larger trucks for the latter.

The movement of milk is important, especially when trucks hauling empty milk cans are included as a part of the general milk movement. The transportation of milk and milk cans accounts for 7.8 per cent of all loaded trucks operating over the State highway system and involves 7.9 per cent of total net tonnage.

Used furniture and household goods are significant be-

Table 41—Types of origin and destination of loaded trucks

Type of origin or destination	Type of origin	Type of destination
	Per cent	Per cent
Manufacturing plants.....	19.6	13.2
Wholesale establishments.....	18.0	9.3
Retail establishments.....	17.3	30.5
Farms.....	12.7	10.3
Consumers.....	8.3	14.4
Miscellaneous.....	7.1	4.1
Original sources of supply.....	6.7	0.5
Terminals.....	5.5	3.8
Storage.....	2.5	3.5
Construction and repair jobs....	2.3	10.4
Total.....	100.0	100.0

cause they are hauled an average of 127 miles, with individual hauls frequently as high as 200 to 300 miles. These articles constitute 4.0 per cent of all motor truck net tonnage.

Manufacturing plants are the principal type of origin, and retail establishments the principal type of destination of the loaded trucks, as shown in Table 41.

Over half of all loaded trucks originate at or are destined to manufacturing plants and wholesale and retail establishments.

Farms are the source of 12.7 per cent and the destination of 10.3 per cent of loaded motor trucks, and original sources of supply, which include mines, pits, quarries, gas and oil wells, and forests, are the source of 6.7 per cent of all loaded trucks.

## APPENDIX II

### COMPARISON OF MOTOR TRUCK AND RAILROAD NET TONNAGE BETWEEN COLUMBUS AND SELECTED OHIO CITIES

In order to determine what proportion of the total tonnage of commodities moving between cities is hauled by motor truck, and also to develop the factors influencing the choice of motor truck or railroad, an analysis was made of the net tonnage hauled between Columbus and 34 Ohio cities by motor truck and rail lines.

The cities selected are located from 7 to 134 highway miles from Columbus and were chosen to permit an analysis of the effect of length of haul upon the proportions of tonnage transferred by motor truck and railroad, respectively. Hillsboro and Johnstown, both having indirect rail connections with Columbus, were selected to determine the effect of indirect rail connections upon motor truck transportation. Commercial Point, Dublin, Reynoldsburg and Rome were selected to ascertain the amount of tonnage hauled by truck between points having no railroad facilities.

Motor truck net tonnage and railroad carload and less-than-carload tonnage data for an average month of 1925 were taken as the basis for this comparison, as shown in Figure 35, the size of the circles for each city indicating the total net tonnage transported.

It is apparent that distance is an important factor in the amount of tonnage hauled by motor truck. Between Columbus and Akron, Cincinnati, and Toledo, distances of over 100 miles, a very small part of the total tonnage is hauled by truck, while between Columbus and Grove City and between Columbus and Alton, distances of 8 and 9 miles, respectively, almost all of the tonnage is transported by motor truck.

Table 42 presents a summary of the relation between motor truck and rail tonnage according to length of haul.

**Table 42—Proportion of motor truck and railroad net tonnage according to length of haul for average month, 1925<sup>1</sup>**

Length of haul (highway miles)	Motor truck		Rail C. L.		Rail L.C.L.		Total	
	Tons	Per cent	Tons	Per cent	Tons	Per cent	Tons	Per cent
Less than 20..	6,091	84.5	1,112	15.4	10	0.1	7,213	100.0
20-39.....	5,973	54.7	4,803	44.0	145	1.3	10,921	100.0
40-59.....	2,299	32.0	4,484	62.4	404	5.6	7,187	100.0
60-99.....	980	24.2	2,409	59.4	663	16.4	4,052	100.0
100 & over...	157	2.3	5,280	77.4	1,383	20.3	6,820	100.0

<sup>1</sup> Based upon tonnage between Columbus and 30 cities having rail connections.

Although other factors besides length of haul influence the proportions of total tonnage hauled by motor truck and rail lines, respectively, and although the number of cities in each zone of haul (Table 42) is not large, there is clearly indicated the tendency for the proportion of motor truck tonnage to decrease with increase in distance. For hauls of less than 20 miles, 84.5 per cent of the total tonnage is transported by motor truck; between 20 and 39 miles, motor truck tonnage is 54.7 per cent of total tonnage; and for the longer hauls, motor truck tonnage is 32.0, 24.2, and 2.3 per cent, respectively. As the percentage of motor truck tonnage decreases with increase in distance both rail C. L. and L. C. L. tonnage increase. No appreciable amount of L. C. L. tonnage is noted under 40 miles. Between 40 and 59 miles the L. C. L. tonnage is 5.6 per cent of the total and this percentage increases to 20.3 for distances of 100 miles or more.

Among other factors controlling the proportion of total tonnage hauled by truck are the type of commodities and rail facilities. An illustration of the former is indicated in the movement between Columbus and Johnstown. Although Johnstown is only 22 miles from Columbus by highway and 41 miles by railroad, 73.1 per cent of the tonnage is hauled by rail, practically all of which moves in carload lots. This high percentage of rail tonnage, considering the comparatively short highway mileage and the longer rail connection, is due to the type of commodity transported, 95.7 per cent of the total tonnage being gravel, sand and stone. These commodities cannot be economically hauled by motor truck for this distance, as is indicated by the fact that the average length of haul for trucks hauling gravel, sand and stone in Ohio is only 10 miles.

The influence of indirect rail connection upon the proportion of motor truck and rail tonnage is shown between Columbus and Hillsboro, a distance of 65 miles by highway and 97 miles by railroad. Between these points 47.5 per cent of the total tonnage is carried by motor truck. Reference to Table 42 shows that, under normal conditions, between 40 and 59 miles, only 32.0 per cent of the total tonnage is carried by motor truck, and that between 60 and 99 miles the corresponding figure is 24.2 per cent. It is evident that the relatively high percentage of motor truck tonnage between Columbus and Hillsboro is due, in large part at least, to the fact that the distance by highway is 32 miles shorter than the distance by railroad.

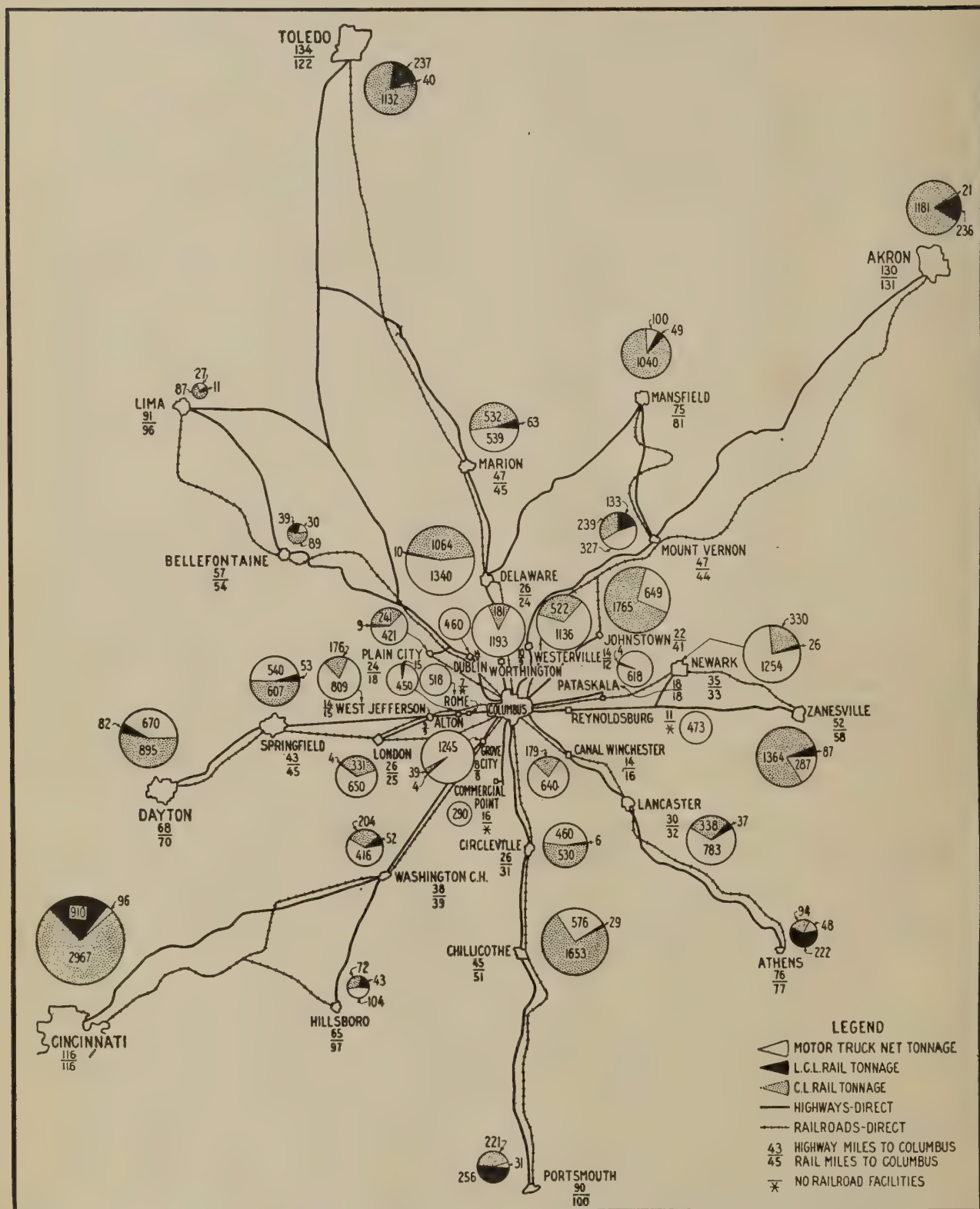


Fig. 35—Comparison of Motor Truck and Railroad Net Tonnage Between Columbus and Selected Ohio Cities

## APPENDIXES

# APPENDIX III MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS (Average Daily, 1925; Normal Maximum, 1925; and Average Daily, 1930)

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles
				Average daily			Maximum daily total vehicles						Average daily			Maximum daily total vehicles	
				Trucks	Passen-ger cars	Total vehicles							Trucks	Passen-ger cars	Total vehicles		
Adams.....	359	N	41	28	87	115	163	Allen.....	373	N	66	12	126	148	211		
		S	41	30	95	125	177			E	66	11	100	111	170		
		NE	73	2	51	53	75			W	198	10	71	81	124		
	360	SW	41	3	94	98	139				TR	2	41	43	66		
		NW	CR	4	99	102	145		N	U.S. 25	102	1,743	1,845	2,821			
		S	CR	4	24	28	40		NE	U.S. 25	102	1,743	1,845	2,821			
	361	N	CR	4	37	41	58		E	U.S. 25	138	1,964	2,102	3,214			
		SE	CR	1	28	31	44		W	U.S. 25	19	347	366	560			
		NE	CR	4	27	31	44			U.S. 25	118	1,829	1,947	2,977			
	362	NE	CR	47	269	316	727		N	CR	12	73	85	130			
		SW	74	55	244	299	424		S	TR	12	89	101	154			
		SE	74	11	75	86	122		SE	U.S. 30	64	851	915	1,399			
		NW	TR	23	126	149	211		NW	U.S. 30	95	936	1,031	1,576			
	363	S	TR	12	12	12	17		N	U.S. 25	75	1,526	1,601	2,448			
		E	74	1	29	30	43		S	U.S. 25	5	52	57	87			
		W	74	1	21	21	30			198	5	52	57	87			
		NE	CR	55	264	319	452		S	TR	26	297	323	494			
	364	E	U.S. 52	34	130	164	233		E	117	22	337	359	549			
		W	U.S. 52	56	230	286	406		W	115	19	309	328	502			
	365	S	247	38	38	76	54	1	S	33	41	682	723	1,105			
		S	247	1	32	33	47		SE	33	22	373	395	1,017			
		E	CR	31	31	62	71		N	CR	1	13	16	604			
	366	SE	125	1	34	35	60		SE	CR	1	13	16	604			
		E	125	3	44	47	108		W	5	6	163	169	258			
		W	125	3	106	109	155	Ashland.....									
	367	S	TR	4	10	14	20		379	N	60	34	386	416	614		
		NE	41	10	34	44	62			S	60	59	270	329	481		
		SW	41	8	38	46	65			SE	17	18	215	233	340		
	368	NE	CR	10	134	144	204		W	17	12	175	187	273			
		S	125	7	122	129	183	380	N	58	62	603	665	1,530			
		W	136	6	53	59	84			S	58	51	522	573	972		
	157	N	CR	1	48	49	69			SE	17	35	285	320	468		
	SE	CR	2	33	35	80			E	17	24	221	245	358			
		E	125	23	198	221	313	381	W	17	19	112	131	191			
		W	125	22	149	171	389			S	TR	44	676	720	1,052		
	158	SE	U.S. 52	8	163	171	242			SE	5 & 6	62	842	904	1,321		
		W	U.S. 52	8	163	171	242			W	5 & 6	62	842	904	1,321		
Allen.....	369	N	117	125	1,082	1,207	1,846	382	N	60	382	2,720	3,102	4,532			
		S	117	104	1,082	1,207	1,846	382	N	60	382	2,720	3,102	4,532			
	370	N	117	104	1,082	1,207	1,846	383	S	60	382	2,720	3,102	4,532			
		S	117	134	1,065	1,132	1,731		N	TR	2	46	51	117			
		E	10	101	1,462	1,596	2,440		SE	U.S. 30	23	378	401	586			
		W	10	101	1,462	1,596	2,440		W	U.S. 30	36	323	359	524			
	371	N	33	26	1,462	1,596	2,440	384	N	CR	47	230	277	405			
		SE	33	26	1,462	1,596	2,440		S	CR	28	231	259	378			
		SE	5	18	156	174	266		SE	39	28	267	297	434			
		W	5	18	156	174	266		W	39	28	267	297	434			
	372	N	U.S. 30	10	689	699	1,069	385	N	39	28	267	297	434			
		SE	U.S. 30	54	862	916	1,401			W	39	28	267	297	434		
	S	CR	52	870	922	1,410			SE	3	57	64	113	170			
	W	CR	15	47	62	95			SE	3	57	64	113	170			
			14	84	98	225	150		W	CR	14	89	103	150			

<sup>1</sup> Direction of route from station.  
<sup>2</sup> Numbered routes are State highways.  
† City Street in Lima.

Other routes are: C. R.—County roads. T. R.—Town Roads.

\* Less than one vehicle per day.

## STATE HIGHWAY SYSTEM OF OHIO

386	N	89	34	176	210	483	307	Ashtabula.....	163	E	U.S. 20	183	2,316	2,499	5,690	3,699
	S	89	58	265	323	743	472			W	U.S. 20	183	2,316	2,499	5,690	3,699
	E	U.S. 30	78	1,330	1,410	3,252	2,066			W	U.S. 20	98	1,718	1,816	5,090	2,688
387	W	U.S. 30	84	1,330	1,410	3,252	2,066			W	U.S. 20	98	1,718	1,816	4,135	2,688
	E	5&US 42	140	2,184	2,324	5,345	3,395			N	46	62	935	997	2,270	1,476
	W	5&US 42	140	2,184	2,324	5,345	3,395			S	46	62	935	997	2,270	1,476
2	N	60	46	1,046	1,092	2,486	1,595			N	84	26	309	335	763	496
	S	60	46	1,046	1,092	2,486	1,595			S	84	26	309	335	763	496
3	E	U.S. 42	41	745	786	1,790	1,148			W	CR	4	33	37	84	55
	W	U.S. 42	41	745	786	1,790	1,148			W	CR	4	33	37	84	55
160	N	6 & 60	38	664	702	1,598	1,026			N	7	46	282	328	747	485
	S	6 & 60	38	664	702	1,598	1,026			N	7	46	282	328	747	485
388	N	CR	45	157	197	1,398	1,026			W	167	3	16	19	749	487
	S	CR	45	157	197	1,398	1,026			E	167	3	16	19	749	487
	E	U.S. 20	84	478	562	1,293	832			W	31	126	886	1,012	2,328	1,470
	W	U.S. 20	154	2,099	2,253	5,182	3,334			W	31	126	886	1,012	2,328	1,470
	E	U.S. 20	180	2,213	2,393	5,504	3,542			E	13	195	629	824	1,895	1,197
389	N	TR	12	93	105	1,342	185			E	31	215	864	1,079	2,482	1,568
	S	7	140	664	804	1,849	1,190			W	31	155	832	987	2,270	1,434
	E	7	136	621	757	1,741	1,120			W	56	30	87	117	269	1,170
	W	7	86	278	364	837	539			W	56	30	87	117	269	1,170
390	N	7	31	307	338	777	500			W	CR	30	211	266	612	386
	S	7	31	307	338	777	500			W	26	55	58	77	177	112
	E	U.S. 322	46	157	188	432	278			N	13	21	145	166	362	230
	W	U.S. 322	46	157	188	432	278			S	13	21	145	166	362	230
391	N	46	42	371	413	950	611			S	78	40	189	299	90	189
	S	46	42	371	413	950	611			E	78	40	189	299	90	189
	E	U.S. 322	38	336	374	860	554			N	7 & U.S.	45	286	331	761	481
	W	U.S. 322	38	336	374	860	554			N	7 & U.S.	45	286	331	761	481
392	N	45	58	596	654	1,504	968			SW	50	17	99	116	267	169
	S	45	58	596	654	1,504	968			W	U.S. 50	30	266	296	681	330
	E	U.S. 322	182	750	932	2,144	1,379			N	31	6	155	161	370	234
	W	45 & US	161	589	750	1,725	1,110			E	31	19	229	229	527	333
393	N	45	38	143	181	416	268			S	TR	13	31	44	101	64
	S	45	38	143	181	416	268			W	CR	8	41	49	113	71
	E	CR	42	296	338	777	500			E	CR	39	187	226	520	328
	W	45 & US	136	475	611	1,405	904			S	U.S. 50	35	205	240	552	349
		U.S. 322	111	461	572	1,316	847			E	CR	48	337	385	882	559
394	N	45	21	146	167	384	247			W	U.S. 50	64	218	282	649	410
	S	45	31	203	234	538	346			W	216	64	218	282	649	410
	E	85	35	157	192	442	284			N	31 & 26	154	1,155	1,311	2,985	1,905
395	N	46	38	143	181	416	268			S	31 & 26	178	1,358	1,536	3,497	2,232
	S	46	38	143	181	416	268			E	31 & 26	40	455	1,059	676	1,905
	E	85	36	143	179	412	265			N	31 & U.S.	105	952	1,057	2,407	1,536
	W	85	17	96	113	260	167			S	50	40	409	449	1,022	652
396	N	46	84	1,214	1,298	2,985	1,921			W	U.S. 50	67	557	624	1,421	907
	S	46	225	1,567	1,792	4,122	2,652			N	U.S. 50	*	48	48	109	70
	E	TR	8	367	47	108	70			S	U.S. 50	*	48	48	109	70
	W	TR	61	325	386	888	571			E	U.S. 50	46	537	583	1,327	847
397	N	46	35	211	246	566	364			W	U.S. 50	2	22	24	55	34
	S	46	35	211	246	566	364			N	198	2	22	24	55	34
	E	CR	27	161	174	400	258			S	198	4	31	35	81	50
	W	CR	13	161	174	400	258			E	CR	4	31	35	81	50
398	N	54	10	54	64	147	95			W	CR	6	32	32	54	37
	S	54	10	54	64	147	95			N	CR	6	32	32	54	37
	E	CR	54	350	404	929	598			S	CR	4	19	23	53	33
	W	CR	36	171	207	476	306			E	CR	2	41	43	99	61
399	N	42	42	129	171	393	253			N	CR	8	29	37	85	53
	S	42	21	129	171	393	253			S	67	8	29	37	85	53
	E	CR	21	129	171	393	253			W	67	4	20	24	55	34
	W	CR	83	189	121	189	121			N	117	34	34	34	78	48
		83	25	57	82	189	121			W	117	37	37	41	94	58
400	N	7	38	282	320	736	473			SE	117	4	12	12	28	17
	S	7	38	282	320	736	473			N	CR	17	12	12	28	17
4	E	U.S. 20	148	1,969	2,117	4,820	3,133			N	196	15	70	70	120	121
	W	U.S. 20	148	1,969	2,117	4,820	3,133			S	196	15	70	70	120	121
5	E	85	54	508	562	1,280	832			E	TR	*	7	85	196	16
	W	85	54	508	562	1,280	832			W	CR	2	15	17	39	24
161	N	TR	8	518	64	146	95			N	CR	11	49	60	138	85
	S	TR	59	518	577	1,314	854			N	CR	11	49	60	138	85
	E	U.S. 20	185	2,153	2,338	5,324	3,460			E	32	25	210	281	399	399
	W	U.S. 20	150	1,789	1,939	4,415	2,870			W	CR	31	71	71	44	333
162	N	45	71	456	527	1,200	780			S	54	17	43	60	138	85
	S	45	71	456	527	1,200	780			N	54	4	36	40	92	57
	E	CR	7	150	157	357	232			N	66	110	434	544	1,251	772
										S	66	101	424	525	1,208	745

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Average daily traffic—1930, total vehicles	Traffic in 1925				Average daily traffic—1930, total vehicles						
				Average daily									Average daily										
				Trucks	Passenger cars	Total vehicles	Maximum total vehicles						Trucks	Passenger cars	Total vehicles	Maximum total vehicles							
Auglaize.....	416	E	CR 219	1	18	19	44	Belmont.....	431	E	CR	27	54	189	243	559	373						
	417	W	TR 179	0	55	64	147		432	W	CR	91	73	735	808	1,858	1,239						
		N	CR 179	8	70	78	178			N	CR	111	74	886	886	2,153	1,435						
		S	TR 32	10	76	86	198			S	CR	122	74	862	886	2,153	1,435						
		E	CR 32	56	446	502	1,155		8	E	CR	712	78	439	517	1,177	793						
		W	CR 32	63	446	509	1,171			W	CR	722	78	439	517	1,177	793						
	418	N	CR 66	2	30	38	87			N	CR	54	219	2,421	2,421	5,513	3,711						
		S	TR 66	7	41	48	110		9	S	CR	68	219	2,421	2,421	5,513	3,711						
		E	TR 116	12	39	51	117			E	CR	72	219	2,421	2,421	5,513	3,711						
		W	TR 116	10	22	32	74		174	W	CR	45	102	1,251	1,251	3,081	2,074						
	419	N	CR 197	*	10	10	23			N	CR	14	102	1,251	1,251	3,081	2,074						
		S	CR 197	4	17	21	48		175	S	CR	30	82	1,116	1,116	2,728	1,837						
		E	CR 197	2	14	16	32			E	CR	10	20	139	139	362	244						
		W	CR 197	2	14	16	32			W	CR	10	20	139	139	362	244						
Belmont.....	420	N	U.S. 25	40	458	498	1,145		176	N	CR	20	6	70	76	173	117						
		S	U.S. 25	32	502	534	1,228			S	CR	6	6	59	65	148	100						
		E	TR 32	8	38	46	106			E	CR	5	5	58	63	143	97						
		W	TR 32	9	40	49	113		433	W	CR	65	7	77	84	191	129						
	421	N	CR 196	25	83	108	248			N	CR	153	13	164	177	407	251						
		S	CR 196	17	119	136	313			S	CR	193	*	11	11	25	16						
		E	CR 196	2	17	19	44			E	CR	27	44	457	501	1,152	710						
		W	CR 196	2	17	19	44			W	CR	13	50	550	600	1,380	851						
	7	N	U.S. 25	148	1,662	1,810	4,121		434	N	CR	2,568	17	111	128	294	182						
		S	U.S. 25	148	1,662	1,810	4,121			S	CR	2,568	8	82	90	204	128						
		E	CR 66	65	411	476	1,084			E	CR	675	2	23	16	37	23						
		W	CR 66	68	434	502	1,143		435	W	CR	712	*	25	25	58	35						
	171	N	CR 119	4	40	44	100			N	CR	62	29	207	236	543	335						
		S	CR 119	4	40	44	100			S	CR	62	23	261	284	653	403						
	172	E	CR 32	67	762	829	1,888		436	E	CR	1,176	19	154	173	398	245						
	173	W	CR 32	67	762	829	1,888			W	CR	1,176	6	200	206	474	292						
Belmont.....	422	N	CR 149	29	414	443	1,019			N	CR	619	2	193	195	448	277						
		S	CR 149	29	414	443	1,019			S	CR	619	*	136	136	313	193						
		E	CR 149	74	1,065	1,139	2,594		437	E	CR	1,616	2	161	163	373	231						
		W	CR 149	74	1,065	1,139	2,594			W	CR	1,616	19	154	173	398	245						
	423	N	CR 35	33	371	404	929		438	N	CR	619	12	121	133	306	189						
		S	CR 35	33	371	404	929			S	CR	619	13	171	184	423	261						
		E	CR 35	58	757	815	1,874			E	CR	1,249	19	268	287	660	407						
		W	CR 35	58	757	815	1,874		439	W	CR	1,249	6	54	60	138	85						
	424	N	CR 6	115	599	600	1,380			N	CR	1,095	30	212	242	557	343						
		S	CR 6	115	599	600	1,380			S	CR	1,095	18	134	152	350	216						
		E	CR 6	132	562	694	1,596		440	E	CR	1,064	14	166	180	414	255						
		W	CR 6	132	562	694	1,596			W	CR	1,064	22	107	129	297	183						
	425	N	CR 147	88	375	464	1,065			N	CR	1,110	33	193	226	520	320						
		S	CR 147	88	375	464	1,065			S	CR	1,110	52	261	313	720	444						
Belmont.....	426	N	CR 147	15	68	83	191		441	N	CR	127	58	541	599	1,378	773						
		S	CR 147	15	68	83	191			S	CR	127	58	541	599	1,378	773						
		E	CR 147	75	340	384	883		442	E	CR	589	52	653	705	1,622	1,000						
		W	CR 147	75	340	384	883			W	CR	589	52	653	705	1,622	1,000						
	427	N	CR 40	115	504	619	1,424		177	N	CR	1,867	44	501	543	1,241	773						
		S	CR 40	115	504	619	1,424			S	CR	1,867	44	501	543	1,241	773						
		E	CR 40	98	1,120	1,218	2,801		443	E	CR	2,195	39	252	291	660	449						
		W	CR 40	98	1,120	1,218	2,801			W	CR	2,195	39	252	291	660	449						
	428	N	U.S. 40	100	1,332	1,432	3,193			N	CR	6,127	171	942	1,113	2,560	1,718						
		S	U.S. 40	100	1,332	1,432	3,193			S	CR	6,127	171	942	1,113	2,560	1,718						
		E	CR 7	253	2,174	2,427	5,382		444	E	CR	3,771	144	803	947	2,178	1,462						
		W	CR 7	253	2,174	2,427	5,382			W	CR	3,771	144	803	947	2,178	1,462						
	429	N	CR 147	340	1,824	2,164	4,977			N	CR	3,317	302	2,318	2,620	6,026	4,045						
		S	CR 147	340	1,824	2,164	4,977			S	CR	3,317	302	2,318	2,620	6,026	4,045						
	431	N	CR 7	58	843	901	2,072		445	N	CR	1,381	52	232	284	501	337						
		S	CR 7	58	843	901	2,072			S	CR	1,381	52	232	284	501	337						

Butler.....	445	E. W.	CR	48	164	212	488	327	Champaign....	461	S	CR	4	57	61	140	86
	446	N S	CR	32	84	116	267	179	Clark.....	462	E N	TR	2	121	27	62	38
		S E	TR	21	118	139	320	215			S E	CR	4	150	125	288	177
		W	TR	9	176	85	196	131			W	CR	4	375	154	354	218
	447	W NE	TR	23	126	149	343	230		463	E W	55	6	157	163	375	231
		E W	TR	17	118	135	310	208			NW	55	6	175	181	416	256
		SE	TR	17	1092	1,189	2,735	1,836			SE	29	90	430	520	1,190	737
	448	N S	4	21	1,002	1,324	3,045	2,310		464	E	CR	52	382	432	777	612
		W	4	170	1,154	1,324	3,045	2,044			N	56	14	286	338	777	479
	449	N	TR	10	1,909	2,121	4,878	3,275			S E	1	24	14	14	32	20
		SE	U.S. 27 & 128	29	318	347	798	536		465	W	56	1	58	25	58	35
Carroll.....	450	S E	U.S. 27 & 126	20	272	292	672	451			E W	65	65	191	256	589	363
		W NW	126	34	381	415	954	641		466	N S	4	65	184	249	573	353
		SE	126	39	206	245	564	378			W	54	2	114	116	267	164
	451	E W	126	17	9	26	60	40			S E	CR	2	111	113	260	160
	452	W	129	7	29	36	83	56		467	W	54	2	75	77	177	109
		S	129	16	21	37	85	57			N	CR	4	75	79	182	112
		W	U.S. 27	2	2	2	5	3		468	N S	69	16	98	114	262	162
	453	NW	129	28	222	250	575	386			W	18	110	110	128	294	181
		SE	224	6	59	65	150	100			E W	CR	4	50	54	124	77
	454	NW	224	10	72	82	179	120		469	N	CR	8	48	56	129	79
Champaign.....	455	E W	CR	13	66	79	182	122	Clark.....	470	S	CR	10	106	116	267	164
		W	9	34	307	341	784	527			E W	CR	4	20	24	55	34
		NW	CR	69	862	931	2,141	1,437		471	N	CR	19	184	203	467	288
	456	SE	CR	114	1,283	1,397	3,213	2,157			W	54	24	269	293	674	415
		N	9	49	441	1,127	3,874	1,757		472	E W	TR	6	38	44	101	62
	457	NE	TR	176	2,338	2,509	5,826	3,874		473	S E	29	82	676	758	1,743	1,074
		W	4	169	2,320	2,489	5,779	3,843			W	29	75	662	757	1,695	1,044
	458	N S	63	19	217	236	548	364			N	53	91	1,380	1,471	3,416	2,084
		E N	U.S. 27	88	913	1,001	2,324	1,546		474	S	69	4	63	67	153	95
	459	SE	U.S. 27	74	898	1,972	2,257	1,501			W	CR	3	48	51	116	72
		W	130	4	31	35	81	54		475	N S	29	35	345	380	865	538
Champaign.....	460	E W	CR	2	18	20	46	31	Clark.....	476	E W	CR	17	133	150	342	213
		N	43	70	650	720	1,656	1,025			N	55	13	109	122	278	173
	461	S E	CR	43	668	737	1,695	1,049		477	W	53	172	1,516	1,888	3,882	2,591
		W	CR	8	62	70	161	100			E W	53	183	1,365	1,549	3,563	2,378
	462	N S	171	11	57	68	156	97		478	S	TR	28	136	164	377	252
		E W	CR	12	71	83	191	118		479	W	TR	30	193	223	513	342
	463	N S	39	10	37	37	85	53			E W	54	18	167	185	426	284
		W	39	10	120	130	299	185		480	N	CR	4	209	227	522	348
	464	SE	CR	24	103	127	292	181		481	E W	CR	5	43	47	108	72
		W	CR	4	142	146	336	208		482	N	CR	1	26	27	62	41
Champaign.....	465	N S	CR	18	70	88	202	125	Clark.....	483	E W	TR	1	44	47	108	72
		W	35	34	182	216	497	307		484	N	U.S. 40	64	1,381	1,445	3,324	2,218
	466	SE	35	26	160	186	428	265			E W	U.S. 40	74	1,312	1,386	3,188	2,128
	467	N S	CR	10	44	54	124	77		485	W	TR	1	32	33	72	51
		E W	CR	12	48	60	138	85		486	N	CR	1	26	27	62	41
	468	SE	39	10	3	40	92	57		487	E W	CR	2	19	21	48	32
		W	39	12	55	67	154	95		488	N	CR	2	46	48	110	74
	469	N S	CR	2	12	12	28	17		489	E W	CR	67	589	656	1,509	1,007
		W	CR	2	12	14	32	20		490	N	53	73	720	793	1,824	1,217
	470	SE	TR	21	7	9	20	13		491	E W	53	8	60	68	156	104
		W	TR	2	4	4	9	6		492	N	TR	8	30	38	8	58

## STATE HIGHWAY SYSTEM OF OHIO

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total daily vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Average daily			Maximum total daily vehicles	Average daily traffic—1930, total daily vehicles		
				Average daily			Total vehicles												
				Trucks	Passenger cars	Total vehicles													
Clark.....	476	N	CR	22	189	211	485	324	Clermont.....	491	E	125	44	450	494	1,136	700		
		S	CR	40	234	283	651	434			W	125	36	300	336	1,773	476		
	477	W	70	49	373	422	979	648			N	132	16	78	94	216	133	193	
			N	U.S. 42	78	372	450	1,035		691		SE	132	14	124	138	317	164	
		SE	U.S. 42	25	340	365	840	560			NW	CR	19	97	116	267	164	164	
		W	CR	15	137	152	350	233			SW	TR	20	22	42	97	159	310	
	478	SE	CR	18	98	116	267	178			SE	CR	35	184	219	504	310	310	
			W	CR	21	120	141	324		216		SE	U.S. 50	34	332	366	842	518	518
	11	N	CR	25	158	183	421	281		643		W	U.S. 50	40	358	398	915	564	564
			W	70	41	378	419	964		597		N	132	63	106	169	389	239	239
Clermont.....		N	71	5	352	389	895	597		SE	132	63	106	169	389	239	239		
		N	TR	7	39	44	102	68		W	125	121	798	919	2,134	1,301	1,301		
		S	U.S. 40	41	48	111	111	74		W	125	121	798	919	2,134	1,301	1,301		
		E	U.S. 40	2,105	2,244	5,211	3,445	3,445		N	28	72	538	610	1,389	864	864		
	12	W	U.S. 40	137	2,099	2,236	5,192	3,432		S	U.S. 50	72	538	610	1,389	864	864		
		N	U.S. 40	96	2,213	2,309	5,361	3,544		W	U.S. 50	44	612	656	1,494	929	929		
	186	W	U.S. 40	96	2,213	2,309	5,361	3,544		E	U.S. 50	44	612	656	1,494	929	929		
		N	70	59	785	844	1,960	1,296		N	222	1	34	35	80	50	50		
		S	70	53	703	756	1,755	1,160		E	U.S. 52	7	82	89	203	126	126		
		E	TR	8	92	100	232	154		W	U.S. 52	6	70	76	173	108	108		
187	N	72	6	96	102	237	157		SE	53	15	174	189	435	268	268			
Clermont.....	479	S	72	30	334	364	845	559		S	53	12	143	155	357	220	220		
		NE	28	30	334	364	845	559		E	28	12	220	232	534	329	329		
		SW	28	40	203	243	559	344		N	28	15	163	178	407	252	252		
	480	N	CR	15	155	170	391	241		W	134	33	217	250	575	354	354		
			CR	18	121	129	297	183		S	134	32	207	239	550	339	339		
		S	CR	26	31	44	71	44		E	CR	6	66	72	166	102	102		
		SE	CR	3	28	31	71	44		SW	CR	6	44	50	115	71	71		
	481	W	131	26	98	124	285	176		N	73	23	151	174	400	247	247		
		N	131	32	96	128	294	181		E	73	23	151	174	400	247	247		
		SE	TR	6	23	29	67	41		W	3	186	828	1,014	2,332	1,438	1,438		
Clermont.....		S	U.S. 50	12	22	34	78	48		N	72	3	155	1,014	1,169	2,689	1,658		
	482	W	U.S. 50	32	340	382	881	429		W	72	31	156	187	430	265	265		
		NW	74	34	269	303	697	429		S	72	31	156	187	430	265	265		
		S	133	24	305	329	757	466		E	3	95	872	967	2,224	1,371	1,371		
	483	E	74	5	100	105	242	149		W	3	95	872	967	2,224	1,371	1,371		
			TR	18	238	256	589	362		S	73	9	87	87	224	1,371	1,371		
		N	TR	10	10	10	23	14		E	73	9	87	87	224	1,371	1,371		
		E	125	27	310	337	775	477		W	CR	9	166	175	402	248	248		
	484	N	125	31	260	291	669	412		N	CR	15	306	321	738	455	455		
		SE	222	34	216	250	575	354		W	CR	4	175	179	412	254	254		
Clermont.....	485	N	222	34	216	250	575	354		S	CR	14	135	149	343	211	211		
		S	133	15	89	104	239	147		SE	CR	13	144	157	361	223	223		
		SE	TR	13	95	108	248	153		W	CR	18	206	224	515	318	318		
		W	U.S. 52	11	94	105	242	149		N	CR	19	103	122	281	173	173		
	486	N	U.S. 52	23	124	147	338	208		E	CR	19	114	133	306	181	181		
			SE	U.S. 52	19	150	169	389	239		W	TR	2	15	17	39	24	24	
		S	U.S. 52	8	128	136	313	193		N	TR	1	9	10	23	14	14		
		SE	CR	8	58	66	152	93		SE	TR	1	18	18	41	26	26		
	487	N	U.S. 52	89	384	473	1,088	670		W	TR	1	8	9	21	13	13		
		S	U.S. 52	89	384	473	1,088	670		SE	TR	1	8	9	21	13	13		
488	N	U.S. 52	76	470	546	1,256	773		N	CR	12	58	70	161	99	99			
Clermont.....		SE	U.S. 52	76	470	546	1,256	773		N	CR	12	58	70	161	99	99		
	489	W	U.S. 52	76	470	546	1,256	773		SE	73	17	239	256	589	363	363		
		N	132	70	260	330	759	467		W	73	22	221	243	559	345	345		
		SE	132	70	260	330	759	467		N	28	13	200	213	490	302	302		
	490	W	132	70	260	330	759	467		W	28	15	111	126	290	179	179		
			N	222	1	53	54	124	76		E	3	91	871	962	2,190	1,364	1,364	
		S	222	5	85	90	207	127		W	3	91	871	962	2,190	1,364	1,364		
		SE	CR	1	44	45	104	64		N	53	58	753	811	1,847	1,150	1,150		
	491	N	132	18	70	88	202	125		N	53	58	753	811	1,847	1,150	1,150		

## STATE HIGHWAY SYSTEM OF OHIO

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Clinton.....	192	S	134	291	310	706	440	Coshocton.....	197	E	95	29	344	373	849	527
Columbiana...	504	N	53	354	376	856	533		198	W	95	28	329	357	813	505
		S	35	11	84	218	140			N	16	58	921	979	2,229	1,384
		E	CR	57	65	150	96			S	16	58	921	979	2,229	1,384
		W	U.S. 30	396	443	1,019	651	Crawford.....	521	S	262	30	177	203	467	2,295
			U.S. 30	443	443	1,019	651			S	CR	30	223	353	582	368
			& 35	397	443	1,019	651			E	5	38	382	420	966	611
	505	N	U.S. 30	789	885	2,036	1,301		522	W	5	9	117	126	290	183
		S	153	401	463	1,065	681			N	5	9	117	126	290	183
		E	153	401	463	1,065	681			N	4	40	733	773	1,778	1,125
	506	N	7	551	617	1,419	907			S	4	40	733	773	1,778	1,125
		E	141	162	203	467	298			W	4	40	733	773	1,778	1,125
		S	141	162	203	467	298			E	CR	14	74	111	1,132	1,789
		W	CR	167	180	184	118		523	W	CR	7	37	44	175	1,132
			CR	45	54	124	118			N	CR	119	1,105	1,224	1,781	1,132
	507	N	164	98	108	248	159			W	4	45	386	431	2,815	1,781
		E	164	98	108	248	159			S	98	64	952	1,016	2,337	1,781
		W	164	98	108	248	159		524	W	CR	26	44	94	124	2,337
	508	S	164	99	110	228	146			N	CR	26	44	94	124	2,337
		E	164	99	110	228	146			S	5	30	166	196	451	285
		W	164	99	110	228	146		525	W	5	30	166	196	451	285
	509	S	14 & 170	623	702	1,715	1,112			N	TR	15	30	45	104	65
		E	165	79	702	1,715	1,112			S	TR	36	129	165	380	240
		W	165	79	702	1,715	1,112		526	E	98	19	126	145	334	211
			14	80	117	269	172			W	98	36	211	247	568	359
	510	S	164	828	912	2,098	1,341			N	4	52	428	480	1,104	698
		E	164	828	912	2,098	1,341			S	4	52	428	480	1,104	698
		W	164	828	912	2,098	1,341		527	E	4	35	461	496	1,141	722
	511	N	TR	547	590	1,357	867			S	4	35	461	496	1,141	722
		S	TR	547	590	1,357	867			E	4	25	161	186	428	271
		E	35	50	55	126	81			W	TR	38	64	102	235	148
		W	35	50	55	126	81			N	CR	89	704	793	1,824	1,154
	512	S	TR	26	27	62	40			S	CR	120	836	956	2,199	1,391
		W	TR	26	27	62	40			E	CR	42	249	291	1,824	1,391
	513	N	39	57	481	1,237	791			W	CR	52	417	469	1,079	682
		S	39	57	481	1,237	791		528	N	98	34	269	303	697	441
		W	170	95	102	235	150			S	CR	34	269	303	697	441
			170	95	102	235	150		529	N	CR	5	141	146	336	212
		E	TR	336	402	954	597			S	CR	10	218	228	524	332
	514	W	TR	219	262	602	385			E	5	24	381	405	933	589
			7	304	385	602	385		530	W	5	19	221	240	552	349
	15	N	7	200	220	506	294			N	62	55	831	886	2,038	1,289
		S	7	200	220	506	294			E	CR	48	646	694	1,596	1,010
		W	7	48	52	118	76		18	W	U.S. 30	54	633	687	1,564	1,000
			7	10	11	25	16			E	U.S. 30	72	1,141	1,213	2,762	1,765
		S	14	96	985	2,461	1,589			W	U.S. 30 & 61	106	1,518	1,624	3,698	2,363
	16	E	U.S. 30	965	1,060	2,414	1,558			N	62	66	954	1,020	2,323	1,484
		W	U.S. 30	965	1,060	2,414	1,558		19	S	CR	6	954	1,020	2,323	1,484
			U.S. 30	947	1,079	2,437	1,586		20	N	5	55	55	61	139	89
	193	S	132	947	1,079	2,437	1,586			E	5	47	616	663	1,510	965
		E	132	947	1,079	2,437	1,586		21	W	4	43	573	616	1,403	896
		W	132	947	1,079	2,437	1,586			N	4	57	777	834	1,899	1,213
			19	1,373	1,490	3,393	2,190		199	S	TR	58	700	848	1,931	1,234
		S	19	1,373	1,490	3,393	2,190			W	62	1	23	24	55	185
		E	19	1,373	1,490	3,393	2,190			N	62	14	113	127	289	185
		W	19	1,373	1,490	3,393	2,190			S	62	14	119	133	303	194
			45	822	822	1,872	1,208			E	TR	2	25	27	61	39
	516	N	45	822	822	1,872	1,208			W	100	2	27	29	66	42
		S	45	822	822	1,872	1,208		22	N	U.S. 20	444	4,559	5,003	11,617	8,100
		W	45	822	822	1,872	1,208		23	S	U.S. 20	444	4,559	5,003	11,617	8,100
			153	449	449	1,022	660			N	U.S. 42	153	1,404	1,557	3,615	2,521
	517	E	U.S. 30	518	562	1,280	826			S	U.S. 42	153	1,404	1,557	3,615	2,521
		W	U.S. 30	518	562	1,280	826		24	N	U.S. 42	153	1,404	1,557	3,615	2,521
			U.S. 30	518	562	1,280	826			S	94	58	336	394	897	638
	515	N	TR	158	209	1,280	826			N	94	58	336	394	897	638
		S	TR	158	209	1,280	826			S	176	109	631	740	1,718	1,198
		E	TR	158	209	1,280	826			W	176	109	631	740	1,718	1,198
		W	TR	158	209	1,280	826			N	CR	93	381	474	1,101	767
			234	27	30	69	42		26	E	CR	31	377	408	947	661
	516	N	234	27	30	69	42			S	CR	47	481	528	1,226	855
		S	234	27	30	69	42		27	W	43	125	898	1,023	2,375	1,656
		E	234	27	30	69	42		28	N	U.S. 422	144	1,500	1,644	3,817	2,662
		W	234	27	30	69	42			S	87	58	1,893	2,091	4,855	3,585
			234	27	30	69	42			N	91	46	1,893	2,091	4,855	3,585
	517	E	CR	138	178	409	232			W	91	46	1,893	2,091	4,855	3,585
		W	CR	138	178	409	232			N	91	46	1,893	2,091	4,855	3,585
		S	CR	138	178	409	232			E	91	46	1,893	2,091	4,855	3,585
			CR	138	178	409	232			W	91	46	1,893	2,091	4,855	3,585
	518	N	75	110	106	244	150			N	91	46	1,893	2,091	4,855	3,585
		E	75	110	106	244	150			S	91	46	1,893	2,091	4,855	3,585
		W	75	110	106	244	150			E	91	46	1,893	2,091	4,855	3,585
			16	49	885	934	1,321		27	W	43	125	898	1,023	2,375	1,656
		S	16	49	885	934	1,321			N	43	125	898	1,023	2,375	1,656
		E	16	49	885	934	1,321			S	43	125	898	1,023	2,375	1,656
		W	16	49	885	934	1,321			E	43	125	898	1,023	2,375	1,656
	519	N	16	49	885	934	1,321			W	43	125	898	1,023	2,375	1,656
		S	16	49	885	934	1,321			N	43	125	898	1,023	2,375	1,656
		E	16	49	885	934	1,321			S	43	125	898	1,023	2,375	1,656
		W	16	49	885	934	1,321			E	43	125	898	1,023	2,375	1,656
	520	N	CR	95	110	253	156			W	43	125	898	1,023	2,375	1,656
		S	CR	95	110	253	156			N	43	125	898	1,023	2,375	1,656
		E	CR	95	110	253	156			S	43	125	898	1,023	2,375	1,656
		W	CR	95	110	253	156			E	43	125	898	1,023	2,375	1,656
	17	E	206	6	45	117	72			W	43	125	898	1,023	2,375	1,656
		S	206	6	45	117	72			N	43	125	898	1,023	2,375	1,656
		E	206	6	45	117	72			S	43	125	898	1,023	2,375	1,656
		W	206	6	45	117	72			E	43	125	898	1,023	2,375	1,656
	197	N	CR	1,032	1,124	2,559	1,589			W	43	125	898	1,023	2,375	1,656
		S	CR	1,032	1,124	2,559	1,589			N	43	125				

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles
				Average daily			Maximum total daily vehicles						Average daily			Maximum total daily vehicles	
				Trucks	Passenger cars	Total vehicles							Trucks	Passenger cars	Total vehicles		
Cuyahoga.....	28	S	91	74	630	704	1,635	1,140	547	W	CR	63	553	616	1,417	997	
		E	U.S. 322	183	1,062	1,245	2,891	2,016	548	N	CR	67	471	538	1,237	871	
	200	N	U.S. 322	211	1,035	1,246	2,893	2,017		S	CR	69	450	519	1,194	840	
		E	91	58	621	1,577	1,577	1,099		E	254	96	735	831	1,911	1,345	
		S	TR	55	608	663	1,539	1,073		W	254	36	775	838	1,927	1,357	
		W	TR	1	12	33	50	21		S	CR	36	450	486	1,118	787	
	531	E	CR	2	21	23	53	37	549	E	2	83	1,774	4,271	3,006	4,797	
		W	CR	46	332	378	869	612		W	2	150	2,813	6,815	4,797	4,904	
	532	E	U.S. 20	365	4,712	5,077	11,677	8,220	550	E	82	66	2,245	311	715	504	
		W	U.S. 20	365	4,712	5,077	11,677	8,220		W	82	66	2,245	311	715	504	
	533	N	91	21	225	246	566	398	551	N	TR	2	32	34	78	48	
		E	CR	13	121	134	308	217		S	TR	6	27	33	76	47	
		W	CR	10	82	92	212	149		E	51	30	231	261	600	370	
	534	N	CR	182	757	939	2,160	1,520	552	N	51	51	549	600	1,380	850	
		E	CR	130	935	1,065	2,450	1,724		S	9	65	743	808	1,858	1,415	
		S	U.S. 322	363	3,963	4,326	9,950	7,004		E	51 & 9	86	1,103	1,189	2,735	1,685	
	535	N	U.S. 322	338	1,756	2,094	4,816	3,390	553	N	51 & 9	85	570	655	1,506	928	
		E	CR	322	2,913	3,235	7,440	5,237		W	9	85	570	655	1,506	928	
		N	CR	322	2,913	3,235	7,440	5,237		S	9	85	570	655	1,506	928	
		S	CR	207	878	1,085	2,496	1,757		E	68	63	326	389	895	551	
	E	U.S. 422	296	2,328	2,624	6,035	4,248		W	68	63	326	389	895	551		
536	N	U.S. 422	737	4,666	5,430	12,427	8,747	29	N	29	46	592	638	1,453	904		
	E	CR	127	2,435	2,562	5,893	4,148		W	29	46	592	638	1,453	904		
	W	TR	88	1,021	1,109	2,551	1,795	30	N	9	52	775	827	1,883	1,172		
	S	43	104	985	1,098	2,505	1,763		N	9	51	771	827	1,885	1,173		
	E	43	54	235	241	380	251		W	TR	1	16	17	39	24		
537	E	43	90	1,257	1,347	3,098	2,181	31	S	71	21	305	326	742	462		
	W	43	90	1,257	1,347	3,098	2,181		E	71	21	305	326	742	462		
538	N	91	15	311	326	750	528	201	N	29	49	679	728	1,658	1,032		
	S	91	15	311	326	750	528		E	29	49	679	728	1,658	1,032		
	E	CR	8	282	290	667	470		N	121	65	654	1,048	2,386	1,485		
	W	CR	4	18	22	51	36		S	121	65	654	1,048	2,386	1,485		
539	N	TR	17	107	124	285	201	202	W	200	33	298	331	754	469		
	E	TR	12	146	158	363	256		N	200	33	298	331	754	469		
	SE	14	84	1,542	1,626	3,740	2,632	555	N	51	16	195	211	480	299		
	NW	8	90	1,699	1,789	4,115	2,896		S	51	16	195	211	480	299		
540	N	8	138	2,613	2,751	6,327	4,454		N	108	21	436	457	1,051	648		
	S	8	138	2,613	2,751	6,327	4,454		S	108	21	436	457	1,051	648		
541	N	U.S. 21	81	1,403	1,484	3,413	2,403		E	249	19	243	262	603	372		
	S	U.S. 21	81	1,403	1,484	3,413	2,403	556	W	249	19	243	262	603	372		
542	N	TR	127	743	870	2,001	1,409		N	108 & 249	21	411	432	994	613		
	E	CR	52	536	588	1,352	952		W	CR	21	411	432	994	613		
	W	CR	69	432	501	1,152	811		S	CR	31	243	274	630	389		
	N	TR	31	46	77	177	125	557	E	18	35	328	363	835	515		
	E	TR	31	46	77	177	125		W	15	36	621	657	1,511	932		
543	N	U.S. 21	292	2,167	2,459	5,656	3,981		N	15	2	46	48	110	32		
	S	U.S. 21	232	2,149	2,381	5,476	3,855		E	15	2	46	48	110	32		
544	N	U.S. 31	132	925	1,057	2,431	1,711	32	N	249	2	79	81	186	121		
	S	3	58	364	422	971	683		E	15	67	537	604	1,375	856		
	E	3	58	364	422	971	683		W	18	110	851	961	2,188	1,363		
545	N	CR	86	471	519	1,194	840	203	E	18	49	360	409	931	580		
	E	CR	86	471	519	1,194	840		W	18	49	360	409	931	580		
	W	U.S. 42	25	325	350	805	567		N	18	28	222	250	569	355		
	S	U.S. 42	217	1,996	2,213	5,090	3,583		S	CR	3	34	37	84	52		
	N	U.S. 42	173	1,721	1,894	4,356	3,066		W	CR	26	209	235	535	333		
546	N	TR	71	614	685	1,576	1,099	204	E	CR	3	25	28	76	173		
	E	CR	50	403	453	1,042	733		W	66	11	65	76	173	153		
	W	CR	21	214	235	380	274		N	66	11	56	67	153	95		
	S	82	15	154	169	389	274		W	CR	15	11	11	25	16		
547	N	CR	221	1,225	1,446	3,326	2,341	205	S	TR	15	152	167	380	237		
	E	CR	221	1,225	1,446	3,326	2,341		W	111	40	400	440	1,002	624		
	S	CR	90	507	597	1,373	967		N	111	25	248	273	622	387		
	E	CR	106	1,171	1,277	2,973	2,067	206	N	TR	2	13	15	34	21		

Defiance.....	206	E. W	18	31	449	480	1,094	681	Erie.....	575	N	61	38	143	181	416	261
	207	N N	18	29	438	467	1,063	662			S	61	51	143	194	446	280
		TR	TR	2	15	17	39	24			E	CR	1	20	21	48	30
		S	2	2	13	15	34	21		576	W	CR	8	27	35	80	50
Delaware.....	558	E. W	193	35	207	242	551	343			S	CR	55	120	175	402	252
		N S	33	33	195	228	519	323			N	CR	31	69	100	230	144
		3	3	92	1,288	1,381	3,176	1,955			S	CR	59	316	376	865	542
		W	93	93	1,294	1,386	3,188	1,963		577	E	59	43	258	301	692	434
	559	N N	CR	8	50	58	133	82			W	59	19	113	132	304	190
		203	47	12	176	188	432	266			E	59 & 61	55	249	304	699	438
		CR	47	12	224	236	543	334		578	W	61	57	214	271	623	391
		CR	4	25	29	26	67	41			N	13	89	678	767	1,764	1,106
	560	E. W	47	8	106	114	262	161			S	13 & 61	76	693	769	1,769	1,109
		N N	CR	22	94	116	267	164		34	W	CR	20	130	150	345	216
		32	32	12	106	118	271	167			N	2	89	1,256	1,345	3,063	1,939
		U.S. 23	U.S. 23	25	308	333	766	472			E	2	89	1,256	1,345	3,063	1,939
	561	S E W	32	21	2,066	2,184	5,023	3,093		209	N	60	42	293	335	763	483
		N S	118	118	2,037	2,167	4,984	3,068			S	60	42	293	335	763	483
		TR	TR	32	112	144	331	204			N	13	35	206	241	549	348
	562	S E N	13	13	40	53	122	75			S	13	35	206	241	549	348
		CR	CR	39	141	180	414	255		579	E	256	66	206	272	626	391
		3	3	63	1,163	1,226	2,820	1,736		580	W	256	39	224	263	605	502
				82	1,180	1,262	2,903	1,787			N	79	30	319	349	803	502
	563	S E W	3	6	22	28	64	40			E	157	23	247	270	621	388
		N S	61	9	45	54	124	76		581	S	31	104	368	472	1,086	679
		CR	CR	14	93	107	246	152			E	31	119	622	741	1,704	1,066
		CR	CR	13	57	70	161	99		582	W	CR	11	70	81	186	116
	564	S E W	3	141	1,209	1,350	3,105	1,912			N	159	15	226	241	554	347
		N N	3	128	1,118	1,246	2,866	1,764			W	159	19	131	150	345	216
	565	S E N	TR	30	170	200	460	283		583	W	10	55	414	469	1,079	674
		U.S. 42	U.S. 42	67	633	700	1,610	991			E	188	6	131	137	315	197
		CR	CR	40	167	207	476	293			W	188	6	131	137	315	197
	566	S E W	103	103	756	859	1,976	1,216		584	N	31	75	1,125	1,200	1,726	1,276
		TR	TR	4	38	42	97	59			S	31	66	634	700	1,007	1,007
		U.S. 42	U.S. 42	4	87	91	209	129		585	E	CR	49	530	579	1,332	833
		U.S. 42	U.S. 42	5	68	73	168	103			N	204	66	321	387	890	556
	567	S E W	47	40	299	339	780	406		586	W	204	26	227	253	582	364
		N S	24	24	263	287	660	480			N	158	26	227	253	582	364
				10	55	65	150	92		35	N	158	26	227	253	582	364
	568	S E N	TR	61	723	784	1,803	1,110			N	10	47	648	695	1,583	999
		U.S. 42	U.S. 42	70	674	744	1,711	1,054		211	N	10	47	648	695	1,583	999
		CR	CR	96	664	760	1,748	1,056			N	10	47	648	695	1,583	999
		CR	CR	45	491	536	1,233	759			E	37	33	338	371	845	608
	33	S E W	70	70	1,314	1,384	3,151	1,960		212	W	37 & 10	69	338	371	845	608
		U.S. 23	U.S. 23	75	1,327	1,402	3,192	1,985			N	70	30	585	615	1,808	1,142
		TR	TR	5	49	54	123	70			E	70	31	611	642	1,400	884
		CR	CR	4	27	31	71	41			W	CR	29	66	1,462	923	504
	208	S E W	47	21	180	201	458	285		213	N	CR	1	28	29	66	42
		W	47	19	173	192	437	272			S	158	30	365	395	899	568
	569	S E W	CR	75	287	362	833	522			N	158	23	254	277	631	598
		E W	12	82	502	584	1,343	842		587	E	CR	11	157	168	383	242
		N S	12	66	360	426	980	614			N	238	6	94	100	230	142
	570	S E W	149	149	1,009	1,110	2,663	1,670			S	CR	3	72	75	172	106
		N S	101	101	1,111	1,199	504	316		588	E	3	28	404	432	994	612
		W	151	151	960	1,111	2,555	1,602			W	3	23	495	518	1,191	733
	571	S E W	4	4	64	675	1,552	973			N	70	20	112	124	331	204
		N S	4	59	494	553	1,272	797		589	S	CR	20	120	132	304	187
		CR	CR	15	86	101	232	146			E	CR	28	113	141	324	200
		TR	TR	23	172	195	448	281			W	CR	28	134	162	373	229
	572	S E W	13	13	228	241	554	348		590	N	CR	25	134	159	366	225
		N S	13	19	136	155	356	224			E	38	15	116	131	301	185
		CR	CR	21	143	164	377	236			W	38	12	90	102	235	144
	573	S E W	CR	15	207	222	511	320			N	CR	14	138	152	350	215
		CR	CR	21	141	162	373	234			S	CR	8	108	116	267	164
		N S	CR	10	76	86	198	124		591	E	CR	20	116	136	313	193
		CR	CR	6	79	85	196	123			W	38	44	457	501	1,152	709
		CR	CR	22	85	107	246	154			N	CR	32	390	422	971	598
	574	S E W	61	21	152	173	398	240		592	W	CR	37	63	70	161	99
		S E W	2	58	934	992	2,282	1,430			N	CR	3	19	22	51	31
				52	886	938	2,157	1,353			S	CR	22	334	356	819	504

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Average daily			Maximum daily total vehicles	Average daily traffic—1930, total vehicles	
				Average daily			Trucks						Passenger cars	Total vehicles				
				Average daily														
				Trucks	Passenger cars	Total vehicles												
Fayette.....	592	W	3	16	342	358	823	507	Franklin.....	216	S	104	28	161	189	439	295	
	593	E	CR	5	74	79	182	112		217	N	19	46	213	259	590	404	
	594	W	11	26	367	393	904	556		CR	31	16	72	88	200	1,946	2,052	
		S	70	37	342	379	872	537			94	1,154	1,248	2,898				
	595	W	70	18	58	76	175	108		CR	31	101	1,215	1,316	3,056	1,78	5,129	
		E	45	323	378	846	521	171			9	105	114	265	5,129			
	596	N	38	17	104	121	278	171		CR	31	244	3,046	3,290	7,639	5,129		
		W	11	133	144	331	204	71			64	211	228	323				
	597	N	38	10	84	94	50	115		Fulton.....	603	N	64	17	140	190	437	269
		E	38	3	63	66	152	93			64	132	140	322	199			
36	W	CR	7	16	10	10	10	U.S. 20	604	E	20	8	186	190	437	269		
	N	3	30	406	436	1,003	617		65	107	113	260	160					
214	W	CR	24	442	466	1,072	660	U.S. 20	606	N	65	21	278	299	688	424		
	E	3	69	159	98	159	98		CR	31	15	114	129	297	183	75		
215	W	CR	71	163	101	133	101	U.S. 20	605	E	20	29	436	465	1,070	659		
	E	CR	25	57	35	57	35		66	77	720	797	1,833	1,130				
Franklin.....	598	S	CR	1	24	25	57	35	U.S. 20	607	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	599	S	CR	1	24	25	57	35	U.S. 20	608	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	600	S	CR	1	24	25	57	35	U.S. 20	609	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	601	S	CR	1	24	25	57	35	U.S. 20	610	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	602	S	CR	1	24	25	57	35	U.S. 20	611	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	37	S	CR	1	24	25	57	35	U.S. 20	612	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	41	S	CR	1	24	25	57	35	U.S. 20	613	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	42	S	CR	1	24	25	57	35	U.S. 20	614	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
Franklin.....	216	S	CR	1	24	25	57	35	U.S. 20	615	E	20	61	716	777	1,878	1,102	
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		E	CR	1	24	25	57	35		66	716	777	1,878	1,102				
		W	CR	1	24	25	57	35		66	716	777	1,878	1,102				

Gallia.....	614	S	141	10	51	61	140	86	Greene.....	630	W	CR	2	14	16	37	23
	615	NE	141	4	49	53	122	75		631	S	11	37	344	381	876	554
	616	E	141	20	131	151	347	214			W	CR	28	143	171	393	248
	617	W	141	20	131	151	347	214			E	11	10	66	76	175	110
		S	7	84	544	628	1,444	889		632	N	72	10	66	76	175	110
		S	7	84	544	628	1,444	889			S	72	10	66	76	175	110
		SE	7	47	390	437	1,005	350			E	CR	1	10	11	25	16
		SE	7	46	366	412	948	578			W	CR	1	26	27	62	39
		SW	218	36	223	259	596	633		633	NE	CR	20	63	83	191	121
	618	N	7	126	596	722	1,661	1,022			SW	CR	2	4	9	6	6
		W	7	126	596	722	1,661	1,022			SE	53	43	325	368	846	535
	44	N	160	31	218	249	567	353		634	NW	53	48	238	286	658	416
		S	11	66	507	563	1,305	811			W	CR	36	96	132	304	192
		W	11	37	339	376	1,856	532			SE	CR	14	118	132	304	192
	45	N	7	92	719	811	1,847	1,148		635	NW	CR	36	187	223	513	324
		S	7	92	719	811	1,847	1,148			NE	CR	60	183	243	559	353
		SW	85	7	28	35	80	50		636	SW	CR	60	183	243	559	353
Geauga.....	619	NE	85	36	127	163	375	234			NE	U.S. 42	24	178	202	465	294
		E	85	24	92	116	267	166			SW	U.S. 42	22	152	174	400	253
		NE	166	4	35	59	90	56		637	W	CR	4	50	54	124	78
	620	N	CR	19	46	65	150	93			N	CR	7	56	63	145	92
		E	CR	52	354	406	934	582			SE	CR	6	57	63	145	92
		SE	U.S. 322	47	343	390	897	559			E	CR	8	62	70	161	102
		W	U.S. 322	98	589	687	1,580	985		638	W	CR	4	58	62	143	90
	621	S	TR	17	166	183	421	262			NW	72	4	104	239	151	90
		SE	87	54	336	390	897	559			SE	72	42	115	264	167	90
		W	87	57	484	541	1,198	747			NE	CR	2	31	33	76	48
	622	N	88	50	303	353	812	506			SW	CR	6	9	15	34	22
		S	CR	36	92	128	204	184		47	E	11	153	1,753	1,906	4,426	2,769
		SE	U.S. 422	99	1,415	1,514	3,482	2,171		48	W	11	153	1,753	1,906	4,426	2,769
		W	U.S. 422	119	1,385	1,504	3,459	2,157			S	53	58	836	894	2,036	1,299
	623	N	CR	20	194	214	492	307			E	53	50	623	673	1,532	978
		SE	80	20	147	167	384	239		225	W	235	12	273	285	414	414
		W	U.S. 422	110	1,563	1,673	3,848	2,399		226	E	U.S. 42	74	753	829	1,888	1,205
		N	U.S. 422	111	1,619	1,730	3,979	2,481			W	U.S. 42	74	753	829	1,888	1,205
	624	SE	41	8	58	66	152	95		639	E	11	51	699	750	1,708	1,090
		W	41	46	254	300	690	430			W	CR	10	32	42	97	61
		SE	U.S. 422	128	1,833	1,961	4,510	2,812			N	CR	2	21	23	53	33
		W	U.S. 422	132	1,460	1,592	3,662	2,283			E	U.S. 49	6	93	99	228	144
	625	N	CR	10	52	42	97	60			SE	U.S. 49	2	107	109	251	159
		SE	CR	22	64	86	198	123		640	W	TR	2	86	88	202	128
		W	U.S. 422	160	1,867	2,027	4,662	2,907			N	CR	6	32	38	87	55
	626	N	U.S. 422	166	1,699	1,865	4,290	2,674		641	S	CR	4	136	140	322	204
		SE	CR	10	40	50	115	72			E	CR	31	336	367	844	534
		W	CR	40	137	177	407	254			N	CR	50	503	553	1,272	805
		SE	87	46	181	227	522	326		642	W	265	10	332	342	787	498
		W	CR	34	156	190	437	272			N	CR	238	2,238	2,476	5,695	3,603
	627	S	CR	22	114	136	313	195		643	N	CR	238	2,238	2,476	5,695	3,603
		SE	U.S. 322	56	398	454	1,044	651			S	U.S. 21	77	1,621	1,698	3,905	2,471
		W	U.S. 322	54	274	328	754	470			SE	U.S. 21	65	1,207	1,272	2,926	1,851
	628	N	TR	10	4	14	32	20			W	U.S. 21	94	871	965	2,220	1,404
		SE	TR	2	11	13	30	19		644	W	146	36	336	372	541	342
		W	TR	23	98	121	278	174			N	TR	36	336	372	541	342
		SE	87	25	101	126	290	181			E	U.S. 40	71	1,064	1,135	2,610	1,651
	46	W	85	33	302	335	763	480		645	N	U.S. 40	77	1,039	1,116	2,567	1,624
	223	N	CR	33	302	335	763	480			W	209	35	243	278	639	404
		S	CR	5	32	37	118	75		49	E	209	35	243	278	639	404
		SE	CR	20	32	37	118	75			N	U.S. 21	309	1,544	1,853	4,219	2,696
		W	87	29	95	124	282	178		50	S	U.S. 21	309	1,544	1,853	4,219	2,696
		SE	CR	56	436	492	1,120	706			W	U.S. 40	120	1,611	1,731	3,941	2,519
	224	N	CR	56	55	61	139	87		227	N	U.S. 40	13	1,611	1,731	3,941	2,519
		SE	U.S. 322	84	521	605	1,378	868			W	U.S. 21	19	352	371	845	340
		W	U.S. 322	68	434	502	1,143	720		646	W	95	8	140	148	337	215
	629	NE	CR	15	37	52	120	76			N	9	69	271	344	791	504
		SW	CR	18	56	64	147	93			SE	9	70	271	344	791	504
		W	235	12	144	156	359	227		647	W	126	22	67	89	205	130
		SE	235	20	112	132	304	192			N	U.S. 25	19	75	94	216	138
	630	N	72	227	261	300	600	379			SE	U.S. 42	119	647	766	1,762	1,122
		S	72	34	256	300	690	436			NE	U.S. 42	232	1,514	1,746	4,016	2,558
		E	TR	4	37	41	94	60				U.S. 42	100	758	1,858	1,973	1,257

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles
				Average daily			Maximum daily total vehicles						Average daily			Maximum daily total vehicles	
				Trucks	Passenger cars	Total vehicles							Trucks	Passenger cars	Total vehicles		
Hamilton.....	648	N	3	40	502	542	1,247	794	Hancock.....	659	N	CR	32	223	255	586	364
	649	E	CR	30	437	467	1,074	684		S	CR	103	16	125	141	324	201
		W	CR	10	94	104	239	152		E	103	63	79	182	113		
			CR	70	404	474	1,090	694		W	103	12	110	122	281	174	
		650	N	126	46	190	236	543		346	S	31	62	710	772	1,776	1,102
	W		CR	92	380	472	1,086	691		E	31	66	740	806	1,854	1,151	
			TR	238	1,038	1,276	2,935	1,869		W	TR	43	44	101	63		
	E		201	243	559	1,691	2,356	3,559		TR	3	49	52	120	74		
	651	N	3	178	1,193	1,371	3,153	2,009		661	W	31	46	444	490	1,127	700
		W	3	236	996	1,232	2,834	1,805		E	31	47	451	457	1,051	653	
U.S. 50			133	490	623	1,433	913	W	5	14	152	166	382	237			
E		U.S. 50	187	513	700	1,610	1,026	662	N	5	12	97	109	251	156		
	652	N	74	274	1,365	1,639	3,770	2,401	Hardin.....	662	N	CR	14	53	67	156	96
	653	E	74	393	2,006	2,399	5,518	3,515		S	CR	16	99	115	264	164	
		W	125	58	1,942	2,000	4,600	2,930		E	CR	36	856	892	2,052	1,244	
			74 & 125	739	4,048	4,787	11,010	7,013		W	15	48	930	978	2,249	1,397	
		654	N	U.S. 27	228	697	927	2,128		1,355	663	E	17	16	100	116	267
	W		U.S. 27	206	842	1,048	2,410	1,535		W	U.S. 25	151	2,369	2,520	5,796	3,599	
			TR	92	523	616	1,417	902		N	U.S. 25	141	2,366	2,507	9,766	3,580	
	E		TR	109	512	621	1,428	910		665	TR	2	43	45	104	64	
	N	TR	12	80	92	212	135	666		TR	1	14	15	34	21		
	S	CR	10	46	56	129	82	667		TR	3	39	42	97	60		
	655	N	264	14	65	79	182	116		666	E	187	35	287	322	741	460
	W	264	7	117	124	26	75	W		187	37	268	305	702	436		
		CR	41	18	41	26	49	E		106	26	161	187	430	267		
		128	48	272	320	736	469	W		106	17	129	146	336	208		
		656	N	CR	28	181	209	481		306	W	TR	8	66	74	170	106
	W	CR	46	400	446	653	653	667		CR	92	109	251	156	1,785		
		U.S. 50	156	944	1,100	2,530	1,612	E		12	162	1,088	1,250	2,875	1,785		
		U.S. 50	131	874	1,005	2,312	1,472	N		12	106	1,070	1,176	2,705	1,679		
		TR	44	220	264	607	387	W		U.S. 25	103	1,358	1,461	3,327	2,086		
	657	N	U.S. 52	57	594	651	1,497	954		E	U.S. 25	103	1,345	1,448	3,297	2,068	
	51	W	U.S. 52	96	762	858	1,973	1,257		60	S	TR	10	95	105	239	150
	E	U.S. 52	63	403	466	1,082	683	W		15 & 17	55	66	150	94	150		
		U.S. 52	63	403	466	1,082	683	E		15 & 17	55	662	717	1,633	1,024		
		CR	116	635	751	1,744	1,100	W		TR	48	614	662	1,507	945		
		74	117	752	869	2,018	1,273	S		TR	3	23	26	59	37		
	W	74	221	1,345	1,566	3,636	2,294	E		15	66	965	1,031	2,348	1,472		
		U.S. 50	84	1,207	1,291	2,998	1,891	W		15	63	976	1,041	2,370	1,487		
		U.S. 50	84	1,207	1,291	2,998	1,891	N		31	63	843	906	2,063	1,294		
		U.S. 25	345	2,472	2,817	6,541	4,127	E		31	63	843	906	2,063	1,294		
	54	N	U.S. 42	345	2,472	2,817	6,541	4,127		W	12	111	836	947	2,156	1,352	
	55	S	U.S. 25	345	2,472	2,817	6,541	4,127		668	N	53	18	174	192	442	271
	N	U.S. 42	242	2,578	2,810	6,548	4,131	W		53	26	262	288	662	407	248	
		4	242	2,578	2,810	6,548	4,131	E		53	26	262	288	662	407	248	
		264	58	548	606	1,407	888	W		81	68	73	168	103	74	4	
		656	E	264	58	548	606	1,407		N	CR	5	68	73	168	103	74
	W	264	58	548	606	1,407	888	S		CR	5	68	73	168	103	74	
		U.S. 52	150	1,013	1,163	2,700	1,704	E		U.S. 30	11	288	299	688	423	299	
		U.S. 52	150	1,013	1,163	2,700	1,704	W		U.S. 30	21	402	423	973	598	428	
		U.S. 52	372	2,030	2,402	5,577	3,519	670		31	17	286	303	697	428		
	228	N	9	372	2,030	2,402	5,577	3,519		S	31	24	294	318	731	450	
Hancock.....	658	N	U.S. 27	94	544	638	1,481	935		671	N	81	10	107	117	269	165
		W	U.S. 27	104	571	675	1,567	989		E	81	8	128	136	313	192	
		U.S. 27	16	105	121	281	177	W		31	86	128	136	313	192		
		CR	17	103	120	276	171	N		31	86	128	136	313	192		
	S	U.S. 25	79	1,358	1,437	3,305	2,052		672	S	53	50	314	364	1,076	515	
		U.S. 25	153	1,503	1,656	3,809	2,365		E	U.S. 30	48	1,028	1,076	2,475	1,521		
		E	U.S. 25	153	1,503	1,656	3,809	2,365									

[illegible]

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Average daily				Maximum daily total vehicles	Average daily traffic—1930, total vehicles
				Average daily			Total vehicles											
				Trucks	Passenger cars	Total vehicles												
Highland.....	707	N S E W	138 TR 38 TR	18 24 * 36 36	196 178 16 14 391 427	214 202 16 14 427 972	492 465 37 32 972 605	Huron.....	720	N S E W	CR CR TR 61 18 & U.S. 20	10 17 10 211	80 202 176 2,366	90 219 186 2,577	207 504 428 5,927	127 309 263 3,641		
	66	N S E W	U.S. 50 41 124 CR CR	1 45 13 15 5 3	30 684 127 108 95 36	31 71 729 708 470 280 228	1,660 1,612 1,004 1,034		196 2,365	2,561	5,890	3,619						
	236	N S E W	U.S. 50 41 124 CR CR	4 45 13 15 5 3	64 664 127 108 95 36	708 470 280 228	1,612 1,004 1,034		20 100	120	276	170						
	237	N S E W	U.S. 50 41 124 CR CR	7 77 84 191	109 248 9 6	1,049 648	CR CR TR 61 18 & U.S. 20		16 16 45 21	122 167 107 246	1,985 4,566	2,805 3,263						
	708	N S E W	U.S. 50 41 124 CR CR	8 8 77 84 191	109 248 9 6	1,049 648	CR CR TR 61 18 & U.S. 20		177 177 154 218	2,309 5,311 3,263 4,570	2,836	3,025						
Hocking.....	709	N S E W	75 TR 180 TR	54 57 23 23	402 401 112 128	456 458 135 151	648 650 192 214	Jackson.....	725	N S E W	6 & 13 6 & 13 162	35 36 23	368 232 284	403 268 653	569 379 401			
	710	N S E W	56 TR 31 TR	8 86 1,127 1,127	172 1,213 2,762 2,762	396 308 2,762 2,762	244 244 1,722 1,722		CR CR CR CR	34 37 54 37	215 314 394 314	18 573 807 1,030						
	238	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	78 78 693 771	456 456 1,773 1,773	1,089 1,089 1,773 1,773						
	239	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	23 23 220 243	559 343 559 343	284 284 559 343						
	240	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	11 11 121 132	304 187 304 187	462 284 462 284						
	711	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	19 19 140 159	366 225 366 225	225 225 366 225						
	712	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	6 6 23 29	67 41 67 41	41 41 67 41						
	713	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	68 68 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342						
	714	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	69 69 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342						
	715	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758		CR CR CR CR	242 242 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342						
Holmes.....	716	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	243 243 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	717	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	69 69 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	718	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	242 242 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	67	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	243 243 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	241	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	244 244 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	719	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	730 730 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	720	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	731 731 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	721	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	732 732 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	722	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	733 733 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	723	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	734 734 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
Huron.....	724	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	735 735 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	725	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	736 736 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	726	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	737 737 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	727	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	738 738 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	728	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	739 739 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	729	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	740 740 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	730	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	741 741 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	731	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	742 742 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	732	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	743 743 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							
	733	N S E W	31 TR 75 TR	35 35 162 162	197 197 449 449	280 280 758 758	280 280 758 758	CR CR CR CR	744 744 882 950	2,163 1,342 2,163 1,342	1,342 1,342 2,163 1,342							

Jackson .....	731	E	CR	8	55	63	145	89	747	NW	13 & 95	19	134	153	352	217
	732	S	75	126	744	870	2,001	1,233	748	N	TR	34	162	196	451	278
	733	E	233	116	684	800	1,840	1,134		W	95	5	64	178	111	69
		N	75	16	402	133	1,283	174		S	CR	16	44	49	113	126
	734	W	75	46	378	488	1,122	691	749	E	CR	16	73	82	205	189
		N	140	27	224	425	978	602		S	CR	16	66	82	189	116
	735	S	139	11	95	106	577	356	750	E	1R	12	4	5	12	7
		NE	TR	1	228	99	244	150		W	19	15	138	150	345	213
	735	SW	TR	1	2	5	251	140	751	W	13	20	169	110	155	156
		S	TR	5	2	5	228	140		S	13	22	224	246	435	268
Jefferson.....	736	NE	TR	1	11	5	2	3		SE	CR	6	85	91	566	349
		SW	TR	*	11	12	25	16	752	N	13	54	668	722	1,661	1,023
	736	S	TR	2	14	16	37	23		N	13	54	668	722	1,661	1,023
		SE	CR	8	105	113	260	160	73	W	3	38	1,042	1,080	2,459	1,530
	737	W	124	48	573	621	1,414	880		S	3	38	1,042	1,080	2,459	1,530
		E	124	48	573	621	1,414	880	250	S	3	38	1,042	1,080	2,459	1,530
	738	W	124	43	282	325	1,414	461		S	3	104	1,594	1,698	3,866	2,406
		N	124	43	282	325	1,414	461	251	S	3	104	1,594	1,698	3,866	2,406
	738	W	75	33	417	450	1,025	638		N	CR	20	269	229	521	324
		S	75	33	417	450	1,025	638	753	N	CR	20	269	229	521	324
Knox.....	739	SE	75	15	286	301	682	427		N	CR	52	453	505	1,162	783
		SW	75	15	286	301	682	427		W	166	50	378	428	984	663
	740	SE	43	56	663	719	1,654	1,094	754	E	U.S. 20	92	1,424	1,516	3,487	2,350
		NE	43	100	866	966	2,222	1,469		W	U.S. 20	92	1,424	1,516	3,487	2,350
	741	W	CR	77	512	589	1,355	896		S	CR	29	106	135	310	1,592
		N	CR	30	152	182	419	277		E	CR	29	106	135	310	1,592
	742	W	7	133	525	658	1,513	1,001	755	W	175	37	183	206	474	319
		N	7	168	684	852	1,960	1,296		W	175	37	183	206	474	319
	743	W	213	60	54	114	262	173		E	175	100	914	1,014	1,826	1,231
		S	151	14	54	114	262	173		E	175	100	914	1,014	1,826	1,231
Knox.....	744	W	U.S. 22	32	287	319	734	485	756	S	CR	58	329	387	890	600
		E	U.S. 22	36	330	366	842	557		S	CR	58	329	387	890	600
	745	N	7	209	1,101	1,310	3,013	1,993		W	U.S. 20	326	2,068	2,394	5,506	4,929
		S	7	209	1,101	1,310	3,013	1,993	757	E	U.S. 20	326	2,068	2,394	5,506	4,929
	746	N	152	63	143	206	474	313		W	U.S. 20	190	1,406	1,686	3,878	2,613
		S	152	28	218	246	566	374		E	U.S. 20	330	2,821	3,141	7,224	4,869
	747	W	43	56	442	498	1,145	757	758	W	U.S. 20	330	2,821	3,141	7,224	4,869
		E	43	85	461	539	1,240	820		S	166	86	182	268	616	415
	748	W	151	75	745	830	1,927	1,262	74	N	166	86	182	268	616	415
		E	151	85	745	830	1,927	1,262		S	166	86	182	268	616	415

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	Maximum daily total vehicles	Average daily	Maximum daily total vehicles	Average daily traffic—1930, total vehicles					
				Average daily			Trucks						Passenger cars	Total vehicles	Trucks	Passenger cars						Total vehicles				
				Trucks	Passenger cars	Total vehicles																				
Lawrence.....	765	NE	TR	44	259	303	697	429	Licking.....	81	S	13	127	1,547	1,674	3,887	2,392	Licking.....	81	S	13	127	1,547	1,674	3,887	2,392
	77	W	U.S. 52	36	400	436	836	618		254	E	CR	36	184	220	501	314		102	1,048	1,150	2,607	1,636			
		N	U.S. 52	77	563	640	1,203	907			16	W	16	102	1,048	1,150	2,607		1,636	112	1,087	1,199	2,730	1,713		
	78	E	TR	19	48	67	153	95		780	N	53	7	103	110	253	156		8	100	108	248	153			
		W	U.S. 40	26	238	264	601	374			53	E	53	8	100	108	248		153	4	7	11	25	16		
		N	U.S. 40	73	452	525	977	744			W	CR	2	19	21	48	30		2	19	21	48	30			
	766	S	U.S. 40	58	644	739	1,383	1,047		781	E	CR	11	32	43	99	61		11	32	43	99	61			
		E	U.S. 40	51	544	595	1,139	850			68	W	68	23	60	83	191		118	17	58	75	172	106		
	767	W	U.S. 40	57	1,037	1,094	2,516	1,563			782	N	TR	13	65	78	179		111	13	65	78	179	111		
		N	U.S. 40	17	143	160	368	229				32	E	32	25	411	436		1,003	618	12	188	200	460	622	
Licking.....	768	E	U.S. 40	54	1,139	1,193	2,744	1,705		783	E	32	24	415	439	1,010	622	12	188	200	460	622				
		W	U.S. 40	56	935	991	2,279	1,416			53	53	59	460	519	1,194	735	24	415	439	1,010	622				
		N	U.S. 40	67	462	529	991	756			N	53	59	460	519	1,194	735	59	460	519	1,194	735				
		S	U.S. 40	33	234	267	614	382			W	53	68	380	448	1,030	635	68	380	448	1,030	635				
		E	U.S. 40	9	87	96	221	137		784	W	CR	4	3	7	16	10	4	3	7	16	10				
		W	U.S. 40	87	96	103	247	190			N	1R	1	40	41	94	58	1	40	41	94	58				
	769	N	U.S. 40	43	309	352	810	503			E	69	30	151	181	416	256	30	151	181	416	256				
		S	U.S. 40	45	288	333	766	476			E	69	30	151	181	416	256	30	151	181	416	256				
		W	U.S. 40	52	357	409	941	584		785	E	69	30	151	181	416	256	30	151	181	416	256				
		N	U.S. 40	10	80	90	207	129		786	S	CR	32	106	138	317	196	32	106	138	317	196				
Lorain.....	770	W	TR	10	80	90	207	129			N	117	34	68	102	235	145	34	68	102	235	145				
		E	U.S. 40	293	333	333	766	476			S	32	28	339	367	844	520	32	28	339	367	844				
		SE	U.S. 40	48	307	355	816	507			W	32	28	339	367	844	520	32	28	339	367	844				
	771	NW	U.S. 40	23	139	162	373	231		787	W	69	8	349	396	911	561	32	28	339	367	844				
		S	U.S. 40	9	52	61	140	87			N	69	8	83	91	209	139	9	52	61	140	87				
		E	U.S. 40	7	58	65	150	93			S	69	8	83	91	209	139	7	58	65	150	93				
		W	U.S. 40	65	150	150	373	231			E	69	8	83	91	209	139	65	150	150	373	231				
		N	U.S. 40	14	44	58	133	83			W	69	8	83	91	209	139	14	44	58	133	83				
	772	E	U.S. 40	13	46	59	136	84			E	32	76	607	683	1,571	988	13	46	59	136	84				
		N	U.S. 40	915	846	915	2,104	1,308		82	W	32	76	607	683	1,571	988	110	433	543	1,249	769				
Lorain.....	773	S	U.S. 40	27	221	248	570	354			N	32	79	966	1,045	2,379	1,481	27	221	248	570	354				
		E	U.S. 40	606	1,601	1,601	3,954	2,554			W	32	79	966	1,045	2,379	1,481	606	1,601	1,601	3,954	2,554				
	774	N	TR	84	612	696	1,601	995		255	E	TR	2	11	13	30	18	84	612	696	1,601	995				
		S	U.S. 40	185	403	403	995	622			N	CR	10	143	153	348	217	185	403	403	995	622				
		E	U.S. 40	932	1,058	1,058	2,433	1,512		256	E	68	21	301	322	733	456	932	1,058	1,058	2,433	1,512				
	775	W	U.S. 40	29	277	306	704	437			W	68	11	158	169	385	239	29	277	306	704	437				
		N	U.S. 40	44	1,471	1,533	3,004	2,191			E	69	2	61	63	143	89	44	1,471	1,533	3,004	2,191				
		E	U.S. 40	8	171	179	412	256			S	68	13	141	154	351	218	8	171	179	412	256				
	776	S	U.S. 40	4	154	158	363	226		788	W	68	10	93	103	235	146	4	154	158	363	226				
		N	U.S. 40	44	1,114	1,158	2,263	1,655			E	CR	42	100	142	327	217	44	1,114	1,158	2,263	1,655				
Lorain.....	777	W	U.S. 40	50	932	982	2,259	1,403		789	E	57	495	2,974	3,469	7,979	5,294	50	932	982	2,259	1,403				
		N	U.S. 40	8	50	58	133	83			W	TR	35	150	185	426	282	8	50	58	133	83				
		E	U.S. 40	6	57	63	145	90			S	57	309	2,824	3,133	7,206	4,781	6	57	63	145	90				
		W	U.S. 40	8	145	151	296	116			E	57	309	2,824	3,133	7,206	4,781	8	145	151	296	116				
	778	NW	U.S. 40	6	73	81	186	116		790	W	CR	2	2,724	2,970	6,831	4,532	6	73	81	186	116				
		E	U.S. 40	6	53	59	136	86			E	CR	2	157	159	366	243	6	53	59	136	86				
		W	U.S. 40	4	21	25	58	36			W	CR	2	157	159	366	243	4	21	25	58	36				
		S	U.S. 40	1	17	18	41	26		791	E	CR	132	1,692	1,824	4,105	2,783	1	17	18	41	26				
		E	U.S. 40	5	49	54	124	77			W	CR	52	211	263	405	401	5	49	54	124	77				
	779	N	U.S. 40	8	72	80	184	114			N	CR	8	72	80	184	114	8	72	80	184	114				
Lorain.....		S	U.S. 40	62	1,014	1,076	2,090	1,538			E	U.S. 20	290	5,019	5,309	12,211	8,102	62	1,014	1,076	2,090	1,538				
		W	U.S. 40	73	1,311	1,381	2,792	1,948			W	U.S. 20	276	4,991	5,267	12,114	8,037	73	1,311	1,381	2,792	1,948				
		N	U.S. 40	70	806	842	1,842	1,145			E	U.S. 20	276	4,991	5,267	12,114	8,037	70	806	842	1,842	1,145				
		E	U.S. 40	52	46	52	98	74		792	W	CR	6	35	41	94	63	52	46	52	98	74				
	79	E	U.S. 40	155	1,640	1,792	3,436	2,565			S	CR	20	260	280	644	427	155	1,640	1,792	3,436	2,565				
		W	U.S. 40	155	1,640	1,792	3,436	2,565			E	CR	20	260	280	644	427	155	1,640	1,792	3,436	2,565				
	80	N	U.S. 40	105	1,048	1,053	2,077	1,648			W	CR	174	768	942	2,167	1,437	105	1,048	1,053	2,077	1,648				
		E	U.S. 40	105	1,048	1,053	2,077	1,648			N	CR	174	768	942	2,167	1,437	105	1,048	1,053	2,077	1,648				
		S	U.S. 40	127	1,547	1,674	3,221	2,392		793	W	U.S. 20	138	1,674	1,812	4,168	2,765	127	1,547	1,674	3,221	2,392				
	81	N	U.S. 40	127	1,547	1,674	3,221	2,392			S	U.S. 20	18	260	278	639	424	127	1,547	1,674	3,221	2,392				

## STATE HIGHWAY SYSTEM OF OHIO

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Lorain.....	793	E	TR U.S. 20	4 122	61 1,629	65 1,751	150 4,087	99 2,672	Lucas.....	93	E	U.S. 127 CR	245 245	1,803 1,803	2,048 2,048	4,755 4,755	3,279 3,279
	794	N	CR	42	778	820	1,886	1,251		259	W	U.S. 127 1R	41	1,803	2,048	4,755	3,279
		E	CR	74	686	760	1,748	1,160			S	CR	28	134	264	613	423
		W	CR	43	575	618	1,421	943			E	CR	74	501	501	1,163	806
	795	N	CR	52	440	492	1,132	751		260	W	CR	65	416	481	1,117	770
		E	CR	36	425	461	1,060	703			N	CR	54	385	439	1,019	703
		W	CR	17	154	171	393	206			S	CR	66	437	503	1,168	805
		S	CR	56	603	659	1,516	1,006			E	CR	206	1,259	1,265	3,402	2,345
	796	W	CR	18	444	540	1,242	824			W	CR	166	1,091	1,257	2,919	2,012
		N	CR	33	482	515	1,184	786		261	E	CR	165	1,053	1,218	2,828	1,950
		E	CR	17	150	167	384	255			S	CR	45	453	498	1,156	797
		W	CR	96	1,117	1,213	2,790	1,851			E	U.S. 20	238	1,177	1,415	3,286	2,265
	797	N	CR	79	825	904	2,079	1,380		262	W	U.S. 20	130	637	767	1,781	1,228
		E	CR	85	835	920	2,116	1,404			S	CR	21	181	202	460	323
	83	W	CR	57	835	920	2,116	1,404			E	CR	227	1,480	1,707	3,887	2,733
		N	CR	58	845	703	1,601	1,073		263	W	CR	228	1,571	1,799	4,096	2,880
	84	E	CR	65	907	972	2,213	1,483			S	CR	184	1,869	2,053	4,767	3,287
	85	N	CR	63	907	972	2,213	1,483			W	CR	184	1,869	2,053	4,767	3,287
	86	N	CR	273	3,085	3,358	7,797	5,124			E	CR	46	2,681	2,810	6,463	3,987
	87	N	CR	273	3,085	3,358	7,797	5,124			W	CR	129	1,066	1,196	451	278
	88	N	CR	82	1,069	1,151	2,673	1,756			S	CR	30	341	381	876	541
		E	CR	211	2,136	2,347	5,450	3,582			W	CR	54	1,149	1,203	2,767	1,707
		W	CR	211	2,136	2,347	5,450	3,582			S	CR	65	1,370	1,435	3,300	2,036
	88	N	CR	177	2,077	2,254	5,234	3,440			E	CR	2	178	180	414	255
		E	CR	177	2,077	2,254	5,234	3,440			W	CR	2	178	180	414	255
	257	W	CR	28	172	200	455	305		809	NW	CR	115	225	340	782	452
		N	CR	31	190	221	503	337			E	CR	35	100	135	310	192
		E	CR	34	236	270	615	412		810	SE	CR	159	282	441	1,014	626
		W	CR	27	244	271	617	414			N	CR	19	104	123	283	175
	258	N	CR	12	215	227	527	346			E	CR	52	1,082	1,134	2,608	1,609
		S	CR	19	279	298	692	455		264	W	CR	52	1,082	1,134	2,608	1,609
		E	CR	89	708	797	1,851	1,216			N	CR	25	187	212	483	301
		W	CR	59	678	764	1,774	1,116			S	CR	30	206	236	537	335
	798	N	CR	37	67	104	239	167			E	CR	53	1,386	1,439	3,277	2,042
		E	CR	7	32	47	90	62		265	W	CR	50	1,389	1,439	3,277	2,042
		W	CR	75	342	417	959	668			N	CR	24	362	386	879	548
		S	CR	110	350	460	1,058	736			N	CR	24	362	386	879	548
	799	N	CR	344	1,982	2,326	5,350	3,724		266	E	CR	49	543	592	1,348	840
		E	CR	476	2,250	2,726	6,270	4,364			N	CR	49	543	592	1,348	840
		W	CR	108	834	942	2,167	1,508		811	S	CR	166	958	1,124	2,585	1,844
		N	CR	232	1,136	1,368	3,146	2,190			E	CR	165	865	1,030	2,369	1,690
	800	E	CR	1	7	8	18	21			W	CR	126	826	952	2,190	1,562
		N	CR	1	7	8	18	21		812	N	CR	122	826	952	2,190	1,562
		S	CR	6	7	13	30	21			E	CR	122	826	952	2,190	1,562
		E	CR	28	233	261	600	418			W	CR	55	210	265	610	435
		W	CR	29	247	276	635	442			N	CR	76	246	322	741	528
	801	S	CR	119	514	633	1,456	1,013			E	CR	78	246	322	741	528
		E	CR	74	370	444	1,021	711		813	W	CR	53	350	403	1,661	1,185
		W	CR	110	522	326	750	522			N	CR	59	350	403	1,661	1,185
	802	N	CR	95	319	414	952	663			E	CR	90	612	702	1,615	1,152
		E	CR	5	12	12	28	19			W	CR	46	602	648	1,419	1,063
		W	CR	68	310	378	869	605		814	N	CR	25	226	251	577	412
	803	N	CR	378	3,227	3,605	8,292	5,772			E	CR	25	226	251	577	412
		E	CR	378	3,227	3,605	8,292	5,772			W	CR	44	303	347	798	569
	804	N	CR	228	1,182	1,310	3,243	2,257			S	CR	78	569	647	1,488	1,062
		E	CR	228	1,182	1,310	3,243	2,257		815	W	CR	61	520	581	1,336	952
	805	N	CR	34	811	845	1,944	1,352			N	CR	28	178	206	474	338
		E	CR	34	811	845	1,944	1,352			W	CR	4	25	29	67	48
	89	N	CR	122	897	1,019	2,366	1,631			S	CR	150	1,105	1,255	2,886	2,059
		E	CR	113	873	986	2,289	1,579		816	W	CR	143	1,087	1,230	2,829	2,018
		W	CR	113	873	986	2,289	1,579			N	CR	110	858	968	2,226	1,588
	90	N	CR	51	82	93	216	149			E	CR	78	830	908	2,088	1,490
		E	CR	209	1,676	1,885	4,377	3,018			W	CR	200	1,665	1,865	4,290	3,060
	91	N	CR	186	1,539	1,725	4,005	2,762		817	S	CR	217	1,688	1,905	4,382	3,126
		E	CR	107	821	928	2,155	1,486			W	CR	45	448	490	1,127	804
		W	CR	107	821	928	2,155	1,486			N	CR	67	577	644	1,481	1,057
		N	CR	107	821	928	2,155	1,486			E	CR	175	1,273	1,448	3,330	2,376
		S	CR	202	2,208	2,410	5,596	3,858		94	W	CR	18	1,252	1,422	3,270	2,334
	92	N	CR	202	2,208	2,410	5,596	3,858			S	CR	11	153	164	381	269
		E	CR	202	2,208	2,410	5,596	3,858			W	CR	7	97	104	241	171
		N	CR	202	2,208	2,410	5,596	3,858			S	CR	105	1,306	1,411	3,276	2,315

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Average daily				Maximum daily total vehicles	Average daily traffic—1930, total vehicles
				Average daily			Total vehicles						Average daily			Total vehicles		
				Trucks	Passen-ger cars	Total vehicles							Trucks	Passen-ger cars	Total vehicles			
Mahoning.....	94	W	U.S.422	99	1,246	1,345	3,123	2,207	Marion.....	97	S	4 & U.S. 23	152	2,000	2,152	4,997	3,325	
	95	E	18	102	819	921	2,139	1,511			W	U.S. 23	65	914	979	2,273	1,513	
	96	E	18	102	819	921	2,139	1,511		98	E	CR	8	56	64	149	99	
	267	W	18	242	2,268	2,510	5,828	4,119			N	U.S. 30	44	895	939	2,180	1,451	
		E	CR	242	2,268	2,510	5,828	4,119			W	U.S. 30	52	933	985	2,280	1,522	
	268	W	18	83	764	847	1,929	1,389	Medina.....	827	N	3	123	87	123	182	123	
	269	N	45	70	718	788	1,929	1,390			S	3 & 94	15	82	97	223	144	
		S	45	26	329	355	1,794	1,293			E	94	23	99	122	281	181	
	270	E	19	66	621	687	1,595	1,127		828	W	CR	38	58	96	221	142	
		W	19	150	1,230	1,380	3,204	2,265			N	94	32	150	182	419	270	
		N	7	116	948	1,064	2,471	1,746			S	94	19	119	138	317	204	
		E	17	63	522	585	1,358	960			E	18	62	385	447	1,028	662	
Marion.....	271	W	17	63	522	585	1,358	960		829	W	18	64	518	582	1,339	862	
		N	90	71	580	651	1,512	1,068			N	TR	8	27	35	81	52	
		S	90	71	580	651	1,512	1,068			E	TR	2	15	17	39	25	
	272	N	164	147	1,434	1,581	3,671	2,594		830	W	CR	34	315	349	803	517	
		E	164	125	1,139	1,264	2,935	2,074			S	CR	59	247	306	704	453	
		W	17	84	758	842	1,955	1,382			E	17	0	20	20	46	30	
	273	N	46	54	494	548	1,272	899		831	W	17	55	361	418	961	619	
		E	46	108	875	983	2,283	1,613			N	CR	42	308	350	805	518	
		S	19	60	483	543	1,261	891			E	CR	32	158	190	437	281	
	818	N	47	7	52	59	136	91			W	TR	6	31	37	85	55	
		S	47	0	63	72	166	111		832	W	CR	17	164	181	416	268	
		E	U.S. 30	28	734	762	1,753	1,177			N	3	68	518	586	1,348	868	
		W	U.S. 30	29	728	757	1,741	1,170			S	3	72	540	612	1,408	906	
	819	N	4	13	168	181	416	280		833	W	CR	47	837	884	2,033	1,309	
		S	4	13	161	174	400	269			N	U.S. 42	55	467	522	1,201	773	
		E	CR	4	64	68	156	105			W	U.S. 42	98	1,200	1,298	2,985	1,922	
	820	W	CR	17	70	77	177	119			E	CR	66	82	85	195	105	
		N	203	17	14	31	71	48		834	W	CR	47	82	85	195	105	
		S	203	4	140	150	345	232			N	CR	19	109	128	304	190	
		E	4	26	274	300	690	464			W	18	21	315	336	773	498	
	821	N	98	30	211	241	554	372			N	18	40	346	386	888	572	
		S	98	30	124	154	354	238		835	W	CR	0	73	73	168	108	
		E	U.S. 30	3	49	52	120	80			S	CR	11	41	52	120	77	
	822	W	U.S. 30	66	844	919	2,114	1,420			W	TR	11	32	43	99	64	
		N	4	56	742	808	1,858	1,248			E	17	19	135	154	354	228	
		S	4	47	704	751	1,727	1,160		836	W	17	25	145	170	391	252	
		E	CR	3	42	45	104	70			N	CR	2	7	9	21	13	
		W	CR	3	34	37	85	57			S	CR	0	19	19	44	28	
	823	NE	CR	8	73	81	186	125			E	17	17	167	184	423	273	
		NW	U.S. 23	40	780	820	1,886	1,267			W	17	25	152	177	407	262	
		S	U.S. 23	65	775	840	1,932	1,298		837	N	18	115	1,047	1,162	2,673	1,721	
		E	CR	4	29	33	76	51			W	252	15	1,047	1,162	2,673	1,721	
	824	W	CR	31	113	144	331	222		838	N	252	15	59	74	170	110	
		N	CR	2	50	52	120	80			S	252	15	59	74	170	110	
		S	CR	2	46	48	110	74		839	N	3	62	252	314	722	465	
		E	95	19	164	183	421	283			W	3	62	252	314	722	465	
	825	W	93	23	138	161	370	249		274	N	57	15	171	186	424	275	
		N	U.S. 23	111	2,015	2,126	4,885	3,282			E	17	53	521	574	1,307	850	
		S	U.S. 23	106	1,785	1,891	4,349	2,922		275	W	17	40	362	402	915	595	
		E	TR	0	46	46	106	71			N	U.S. 42	42	380	422	961	625	
		W	CR	6	129	135	310	209			W	U.S. 42	40	346	386	879	572	
	826	N	U.S. 23	144	2,536	2,680	6,164	4,141	Meigs.....	840	W	7	36	114	150	345	215	
		S	U.S. 23	144	2,536	2,680	6,164	4,141			N	248	8	116	124	285	178	
	97	N	4	97	1,116	1,213	2,817	1,874			W	7	21	143	164	377	235	

## STATE HIGHWAY SYSTEM OF OHIO

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Meigs.....	841	N	124	38	128	166	382	238	Miami.....	859	N	TR	2	27	29	67	42
		S	CR	55	165	220	506	315			S	TR	5	36	41	94	60
	842	E	124	23	107	130	299	186			W	CR	8	80	90	207	132
		N	TR	6	31	37	85	53		860	E	CR	12	84	92	212	135
	843	W	124	8	60	68	156	97			S	TR	10	37	59	113	72
		E	124	4	37	41	120	59			W	TR	10	30	39	90	57
		N	CR	4	46	52	120	75			S	TR	16	183	202	465	296
		W	CR	4	32	36	83	52			E	TR	16	172	188	432	275
		E	143	4	44	48	110	69		861	S	TR	3	19	25	38	37
	99	W	143	6	30	45	104	64			N	TR	9	19	22	51	32
		S	31	56	468	524	1,193	751			E	120	9	90	99	228	145
	276	S	143	36	468	524	1,193	751			W	120	13	71	84	193	123
		E	124	47	355	306	697	438		862	S	TR	0	10	10	23	15
		W	124	59	439	498	915	576			E	TR	11	68	79	182	116
Mercer.....	844	N	TR	0	21	21	134	714			SE	71	10	54	64	147	94
		S	TR	2	25	27	62	38		863	N	U.S. 25	267	2,163	2,430	5,589	3,558
		E	54	10	64	74	170	105		101	N	U.S. 25	267	2,163	2,430	5,589	3,558
	845	W	54	12	64	76	175	108			S	U.S. 25	144	1,550	1,694	3,857	2,480
		N	TR	13	196	209	481	297		278	S	U.S. 25	144	1,550	1,694	3,857	2,480
		S	117	13	146	159	366	226			N	U.S. 25	151	2,094	2,245	5,112	3,287
		E	117	29	282	311	715	441		279	S	U.S. 25	151	2,094	2,245	5,112	3,287
	846	W	117	12	264	276	635	392			S	202	4	95	99	225	145
		N	TR	6	29	35	81	50		864	E	70	34	299	333	758	488
		S	TR	0	4	4	9	6			W	70	38	394	432	984	632
		E	119	23	96	119	274	169			N	8	38	357	395	908	560
	847	W	119	25	107	132	304	187			S	8	50	436	486	1,118	689
		N	51	25	200	225	518	319	Monroe.....		E	35	27	186	213	490	302
		S	TR	23	196	219	504	311		865	W	TR	17	54	71	163	101
		E	TR	0	11	11	23	16		866	W	78	12	136	148	340	210
	848	W	TR	0	17	17	16	10			N	8	4	92	96	221	136
		S	CR	0	203	213	490	302		280	S	8	4	92	96	221	136
	849	N	CR	10	203	213	490	302			N	8	22	318	340	774	482
		S	54	92	641	733	1,686	1,040		281	W	8	9	193	202	460	286
		E	54	92	641	733	1,686	1,040			S	26	15	155	170	387	241
	100	S	32	41	685	726	1,653	989		867	E	78	14	190	204	465	289
		W	32	41	685	726	1,653	989			N	TR	14	190	204	465	289
	277	N	9	34	595	629	1,432	893	Montgomery...		S	TR	6	43	49	113	77
		S	9	34	595	629	1,432	893			E	TR	10	71	81	186	127
	850	N	TR	3	18	21	48	31			W	U.S. 40	15	100	115	264	180
		S	TR	2	14	16	37	23		868	E	U.S. 40	13	118	131	301	205
		NE	29	38	461	499	1,148	731			W	U.S. 25	138	1,357	1,495	3,438	2,335
	851	SW	29	68	409	477	1,097	698			S	U.S. 25	61	1,080	1,150	2,645	1,796
		N	48	37	278	316	727	463		869	E	CR	10	400	419	964	554
		W	48	38	278	316	727	463			W	CR	25	352	357	821	558
	852	N	TR	4	24	28	667	425			S	TR	15	175	190	437	297
		S	TR	5	31	36	83	53		870	E	69	193	2,035	2,228	5,124	3,480
		E	24	32	32	32	74	47			W	48	200	2,003	2,203	5,067	3,441
	853	W	29	22	223	245	564	359			S	48	117	768	885	2,036	1,382
		N	29	28	236	264	607	386		871	E	CR	21	571	692	1,592	1,081
		S	CR	3	51	54	124	79			W	CR	31	118	178	409	278
		E	CR	3	43	46	106	67			N	CR	11	132	143	329	223
	854	W	CR	2	48	50	115	73			S	CR	8	124	132	304	206
		N	CR	4	55	59	136	86		872	E	CR	16	196	212	488	331
		S	CR	9	32	41	94	60			W	CR	18	210	228	524	356
		E	CR	13	47	60	138	88			S	U.S. 25	198	2,097	2,295	5,279	3,585
	855	SW	55	29	105	134	308	196		873	N	U.S. 25	198	2,097	2,295	5,279	3,585
		S	30	159	2,091	2,250	5,175	3,294			SE	4	42	615	657	1,511	1,026
		W	201	159	2,110	2,269	5,219	3,322		874	SW	4	42	615	657	1,511	1,026
		S	U.S. 40	42	530	572	1,316	837			E	TR	14	204	218	525	341
	856	W	202	8	89	97	223	142			N	CR	12	86	98	205	153
		S	202	12	54	66	152	97		875	E	CR	63	343	406	934	634
		W	71	21	96	117	269	171			S	CR	36	286	322	741	503
	857	N	71	21	86	107	246	157			W	CR	83	400	483	1,111	754
		S	202	34	220	254	584	372			N	TR	50	357	407	936	636
		E	202	38	282	320	736	468		876	W	11	167	2,663	3,045	7,004	4,756
		W	U.S. 40	29	436	465	1,070	681			S	11	315	2,117	2,432	5,594	3,799
	858	E	71	22	147	169	389	247			W	CR	12	164	176	405	275
		W	71	40	521	561	1,290	821			S	CR	12	111	123	283	192

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles
				Average daily			Total vehicles						Average daily			Total vehicles	
				Trucks	Passen-ger cars	Maxi-mum daily total vehicles							Trucks	Passen-ger cars	Maxi-mum daily total vehicles		
Montgomery...	876	E	CR	58	486	1,251	544	850	Morrow.....	887	W	CR	0	11	25	11	16
	877	N	CR	117	468	1,346	585	914		S	61	1	18	19	44	27	
		N	CR	16	125	131	301	205		E	61	3	18	21	48	30	
	878	S	CR	13	146	159	366	248		W	CR	26	69	95	218	134	
		E	CR	17	211	228	524	356		W	CR	10	64	74	170	105	
	878	W	CR	12	125	137	315	214		N	61	52	521	573	1,318	810	
		N	CR	51	56	625	681	1,064		S	61	52	521	573	1,318	810	
	102	S	U.S. 40	56	650	1,624	706	1,103		N	U.S. 30	57	893	950	2,163	1,343	
		E	U.S. 40	4	132	1,313	1,36	212		S	U.S. 30 & 61	53	827	880	2,004	1,244	
	103	W	11	139	2,143	2,282	3,564	3,564		W	U.S. 42	6	96	102	232	144	
		N	11	139	2,143	2,282	3,564	3,564		N	U.S. 42	54	764	818	1,863	1,157	
Morgan.....	104	N	U.S. 25	276	3,264	8,104	3,490	5,451	Muskingum...	890	W	U.S. 42	18	205	223	1,508	315
	282	E	U.S. 25	108	1,013	2,603	1,121	2,237		S	U.S. 42	36	579	615	1,400	870	
	283	W	4	108	1,013	1,121	2,603	2,271		N	U.S. 42	4	93	97	223	138	
		N	4	56	928	2,285	1,084	95		S	U.S. 40	2	110	112	258	159	
	284	E	TR	93	1,194	3,118	1,343	2,098		W	U.S. 40	78	1,443	1,521	3,498	2,166	
		N	U.S. 48 & 40	108	436	2,228	826	1,748		N	U.S. 40	72	1,439	1,511	3,475	2,152	
	879	S	U.S. 40	112	1,052	2,703	1,164	1,818		S	CR	10	172	182	419	259	
		N	U.S. 40	20	191	490	211	330		SW	CR	6	218	224	515	319	
	880	E	CR	1	27	64	28	40		E	TR	26	27	53	122	75	
		S	CR	0	9	21	26	13		W	U.S. 40	56	212	268	616	382	
	881	NW	CR	1	25	61	100	13		N	CR	28	238	266	612	379	
SE		CR	5	83	202	230	125	E	CR	27	158	185	426	263			
882	N	CR	20	192	488	300	300	S	U.S. 40	113	90	117	269	167			
	E	CR	28	152	180	416	247	W	U.S. 40	112	1,483	1,596	3,671	2,273			
883	S	CR	18	149	384	234	215	N	U.S. 40	112	1,390	1,502	3,455	2,139			
	E	CR	10	142	350	215	215	NE	76	0	52	52	120	74			
883	W	CR	16	216	329	534	283	N	CR	0	7	16	10	10			
	N	CR	24	176	200	460	283	E	156	2	42	44	101	63			
885	S	CR	37	24	176	200	460	140	W	77	40	750	790	1,817	1,125		
	E	CR	12	87	228	140	283	152	W	77	38	800	838	1,927	1,193		
885	W	CR	37	12	246	152	13	13	S	CR	11	106	117	269	167		
	N	CR	9	106	262	114	161	13	E	75	15	152	167	384	238		
886	E	CR	8	106	262	114	161	161	W	75	6	60	66	152	94		
	W	CR	4	14	41	25	25	20	N	CR	2	49	51	117	73		
887	NE	U.S. 42	0	14	32	20	20	20	E	CR	68	1,059	1,127	2,592	1,605		
	SE	U.S. 42	38	385	973	598	598	598	W	75	68	1,059	1,127	2,592	1,605		
886	SW	U.S. 42	47	423	470	76	76	76	N	75	60	1,030	1,090	2,531	1,552		
	NW	CR	12	42	54	124	124	124	S	77	86	1,522	1,608	3,734	2,290		
887	S	CR	8	31	39	90	55	55	W	U.S. 40	226	1,522	1,608	3,734	2,290		
	E	CR	38	241	203	341	341	341	N	U.S. 40 & 75	226	2,039	2,265	5,259	3,225		
887	W	95	43	230	273	628	386	386	W	U.S. 40	132	1,754	1,886	4,379	2,686		
	N	95	22	213	235	540	332	332	N	U.S. 40	132	1,754	1,886	4,379	2,686		
887	S	95	21	216	237	545	335	335	E	77	186	794	980	2,276	1,396		
	E	95	21	198	212	504	310	310	W	TR	7	7	16	30	41		
			4	68	72	166	102	102				78	21	29	67		

## STATE HIGHWAY SYSTEM OF OHIO

[illegible]

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direc- tion <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic— 1930, total vehicles	County	Station	Direc- tion <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic— 1930, total vehicles
				Average daily			Maxi- mum daily total vehicles						Average daily			Maxi- mum daily total vehicles	
				Trucks	Passen- ger cars	Total vehicles							Trucks	Passen- ger cars	Total vehicles		
Pickaway.....	934	SE	56	10	127	137	315	194	Portage.....	949	W	14 & 36	190	1,789	1,979	4,552	3,016
	935	NW	56	20	166	186	428	264		950	S	CR	58	332	9	21	14
		N	TR	6	58	64	147	91			N	CR	133	390	9	897	594
		E	10	22	111	133	306	188			E	43	102	513	579	1,373	882
		W	10	47	174	196	451	278			SE	82	102	560	662	1,523	1,009
	936	S	TR	2	22	24	55	34			S	43	122	648	770	1,171	1,109
		SE	188	16	113	129	297	183		951	SE	TR	4	18	22	51	34
		W	188	18	110	128	294	181			W	36	65	641	706	1,624	1,076
		N	139	26	134	160	368	227			N	36	60	676	736	1,122	1,076
		NW	159	28	132	160	368	227			N	44	200	1,176	1,376	3,165	2,097
Pike.....	300	N	56 & 10	16	126	142	327	201		953	N	43	128	592	720	1,656	1,097
		SE	56	23	328	351	799	497		954	S	43	128	592	720	1,656	1,097
	301	W	10	52	895	968	2,204	1,372		109	N	CR	117	979	1,096	2,521	1,670
		N	56	73	567	619	1,409	877			S	CR	3	26	29	44	1,096
	938	N	10	52	567	619	1,409	877			SE	CR	9	49	58	135	88
		SE	124	47	423	470	1,070	666			W	18	71	1,023	1,094	2,540	1,667
		N	124	35	200	235	540	333		110	E	18	75	1,038	1,113	2,584	1,696
		SE	124	26	183	209	481	296			W	36	174	1,855	2,029	4,711	3,092
	939	E	CR	9	46	55	126	78			N	36	174	1,855	2,029	4,711	3,092
		SE	CR	12	62	74	170	105	7	303	W	44	36	221	257	585	392
	940	W	124	12	62	74	170	105			SE	82	80	552	632	1,439	963
		N	220	19	65	75	172	106			W	82	43	251	294	669	448
		S	CR	2	10	12	28	17		304	N	88	40	432	472	1,075	719
		EL	124	15	104	119	274	169			SE	88	43	454	497	1,132	757
	941	W	U.S. 23	32	382	414	952	587			N	CR	2	20	22	50	34
		N	U.S. 23	30	225	255	586	361			SE	CR	43	454	497	1,132	757
		SE	CR	6	99	105	242	149			W	TR	2	3	35	80	53
	942	E	CR	24	200	224	515	317		305	N	44	72	703	775	1,765	1,181
		W	CR	24	200	224	515	317			S	44	72	703	775	1,765	1,181
	943	E	124	20	108	128	294	181		306	N	44	40	455	495	1,127	754
Portage.....	944	N	124	20	108	128	294	181			SE	44	43	462	505	1,150	770
		S	U.S. 23	72	856	928	2,134	1,315			W	TR	4	13	19	43	29
	302	N	U.S. 23	72	856	928	2,134	1,315			N	TR	1	4	5	11	8
		E	112	11	100	111	253	157		307	W	225	2	45	47	107	72
		NE	124	62	381	443	1,009	628			SE	80	6	55	61	139	93
		W	124 & 112	71	451	522	1,189	740			N	17 & 80	47	461	508	1,157	774
	945	NE	88	32	348	420	966	640		955	W	121	73	386	459	1,056	649
		N	CR	11	7	18	41	27			N	121	73	386	459	1,056	649
		SE	CR	18	83	101	232	154			S	121	73	386	459	1,056	649
		W	CR	19	207	226	520	344		956	N	CR	10	130	140	322	198
	946	NW	14	63	68	721	1,658	1,099			N	CR	10	130	140	322	198
		SE	14	63	68	721	1,658	1,099			SW	TR	2	19	21	48	30
		N	80	3	44	47	108	72		957	N	TR	4	32	36	83	51
		SE	80	3	44	47	108	72			SE	CR	1	50	51	117	72
		N	80	3	44	47	108	72			W	11	81	855	936	2,153	1,324
		SE	18	66	679	745	1,135	81			N	11	53	792	845	1,944	1,196
	947	W	18	5	145	150	345	229		958	W	TR	4	24	28	40	24
		N	80	8	114	122	281	186			SE	TR	3	12	15	34	21
		SE	CR	58	827	885	2,036	1,349			N	122	12	118	130	299	184
		W	17	87	738	825	1,898	1,257		959	NW	122	10	150	160	368	226
	948	E	17	87	738	825	1,898	1,257			N	122	27	136	163	375	231
		N	44	92	872	964	2,562	1,698			S	122	27	136	163	375	231
		SE	44	92	872	964	2,562	1,698		960	NW	CR	15	54	54	124	76
		W	17	88	840	961	2,276	1,465			W	CR	19	57	76	175	108
		N	36	86	754	840	2,210	1,465			SE	TR	4	18	22	51	108
	949	N	36	86	754	840	2,210	1,465		961	N	9	21	240	308	600	369
		SE	TR	85	727	812	1,932	1,280			SE	9	18	290	308	708	436
		W	14	85	727	812	1,932	1,280			W	CR	6	82	88	202	125
		E	14	85	727	812	1,932	1,280			W	CR	6	82	88	202	125
		SE	TR	10	39	49	113	75			W	CR	16	115	131	301	185



## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles
				Average daily			Maximum daily total vehicles						Average daily			Maximum daily total vehicles	
				Trucks	Passenger cars	Total vehicles							Trucks	Passenger cars	Total vehicles		
Ross.....	993	S E	41	42	137	179	412	257	Sandusky.....	1006	N	101	8	24	32	74	46
	994	W	U.S. 50	28	282	310	713	444		TR	S	185	4	64	68	156	99
		NE	U.S. 50	12	187	199	458	285		W	E	101	24	58	82	189	119
		SW	U.S. 50	36	256	292	672	418		W	U.S. 20	188	20	55	75	172	109
		U.S. 50	43	296	339	780	486	W		U.S. 20	188	2,709	2,897	6,596	4,201		
	995	N	U.S. 23	41	530	571	1,313	818		W	U.S. 20	188	2,709	2,897	6,596	4,201	
		S	U.S. 23	49	581	630	1,449	903		W	12	52	589	641	1,460	929	
		SW	U.S. 23	6	61	67	154	96		W	12	61	713	774	1,762	1,122	
		W	U.S. 23	68	310	378	869	542		W	CR	15	164	179	408	260	
	996	N	11	74	350	430	989	616		W	CR	101	76	695	771	1,756	1,118
W		TR	10	64	74	170	106	W	101	76	695	771	1,756	1,118			
N		CR	25	35	80	184	115	W	101	76	695	771	1,756	1,118			
E		U.S. 50	23	48	71	163	102	W	101	76	695	771	1,756	1,118			
997	W	U.S. 50	13	78	91	209	130	W	101	76	695	771	1,756	1,118			
	N	U.S. 50	18	138	146	336	209	W	101	76	695	771	1,756	1,118			
	SE	U.S. 50	49	349	398	915	570	W	101	76	695	771	1,756	1,118			
	W	U.S. 50	49	349	398	915	570	W	101	76	695	771	1,756	1,118			
998	N	U.S. 50	46	699	745	1,696	1,068	W	101	76	695	771	1,756	1,118			
	W	U.S. 23	46	699	745	1,696	1,068	W	101	76	695	771	1,756	1,118			
	N	U.S. 23	69	1,063	1,132	2,578	1,622	W	101	76	695	771	1,756	1,118			
	E	U.S. 23	159	886	871	939	1,346	W	101	76	695	771	1,756	1,118			
114	115	E	U.S. 50	46	528	574	1,307	823	Scioto.....	1007	W	U.S. 23	153	1,493	1,646	3,786	2,569
	116	E	U.S. 50	22	351	373	849	535		W	U.S. 23	153	1,493	1,646	3,786	2,569	
	117	W	U.S. 50	68	871	939	2,138	1,346		W	U.S. 23	153	1,493	1,646	3,786	2,569	
	118	S	U.S. 50	29	515	544	1,239	780		W	U.S. 23	153	1,493	1,646	3,786	2,569	
116	117	S E	U.S. 50	34	615	649	1,478	930		1008	S	U.S. 23	145	1,349	1,494	3,436	2,332
	W	U.S. 50	5	102	107	244	153	W		U.S. 23	145	1,349	1,494	3,436	2,332		
	N	U.S. 50	54	708	762	1,735	1,092	W		U.S. 23	145	1,349	1,494	3,436	2,332		
	SE	U.S. 50	97	1,254	1,351	3,076	1,936	W		U.S. 23	145	1,349	1,494	3,436	2,332		
316	999	W	11	11	11	11	11	11		1009	N	112	42	540	582	1,339	909
	1000	S	U.S. 23	71	1,256	1,327	3,022	1,902		W	U.S. 52	73	56	796	852	1,960	1,330
	1001	N	U.S. 23	71	1,256	1,327	3,022	1,902		W	U.S. 52	73	56	796	852	1,960	1,330
	1002	S	U.S. 23	71	1,256	1,327	3,022	1,902		W	U.S. 52	73	56	796	852	1,960	1,330
Sandusky.....	1003	N	CR	14	82	96	221	139		1010	N	U.S. 52	43	405	448	1,030	700
	1004	W	CR	14	82	96	221	139		W	U.S. 52	43	405	448	1,030	700	
	1005	E	U.S. 20	150	2,032	2,182	5,019	3,164		W	U.S. 52	43	405	448	1,030	700	
	1006	N	U.S. 20	90	1,908	1,998	4,595	2,897		W	U.S. 52	43	405	448	1,030	700	
1001	1007	S	62	34	110	144	331	200		1011	N	U.S. 52	22	209	231	531	361
	1008	W	CR	23	91	114	262	165		W	U.S. 52	22	209	231	531	361	
	1009	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1010	N	53	44	527	571	1,313	828		W	U.S. 52	22	209	231	531	361	
1002	1011	S	53	44	527	571	1,313	828		1012	N	U.S. 52	22	209	231	531	361
	1012	W	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1013	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1014	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1003	1015	W	CR	18	72	90	207	131		1013	N	U.S. 52	22	209	231	531	361
	1016	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1017	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1018	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1004	1019	W	CR	18	72	90	207	131		1014	N	U.S. 52	22	209	231	531	361
	1020	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1021	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1022	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1005	1023	W	CR	18	72	90	207	131		1015	N	U.S. 52	22	209	231	531	361
	1024	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1025	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1026	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1006	1027	W	CR	18	72	90	207	131		1016	N	U.S. 52	22	209	231	531	361
	1028	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1029	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1030	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1007	1031	W	CR	18	72	90	207	131		1017	N	U.S. 52	22	209	231	531	361
	1032	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1033	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1034	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1008	1035	W	CR	18	72	90	207	131		1018	N	U.S. 52	22	209	231	531	361
	1036	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1037	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1038	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1009	1039	W	CR	18	72	90	207	131		1019	N	U.S. 52	22	209	231	531	361
	1040	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1041	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1042	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1010	1043	W	CR	18	72	90	207	131		1020	N	U.S. 52	22	209	231	531	361
	1044	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1045	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1046	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1011	1047	W	CR	18	72	90	207	131		1021	N	U.S. 52	22	209	231	531	361
	1048	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1049	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1050	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1012	1051	W	CR	18	72	90	207	131		1022	N	U.S. 52	22	209	231	531	361
	1052	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1053	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1054	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1013	1055	W	CR	18	72	90	207	131		1023	N	U.S. 52	22	209	231	531	361
	1056	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1057	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1058	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1014	1059	W	CR	18	72	90	207	131		1024	N	U.S. 52	22	209	231	531	361
	1060	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1061	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1062	N	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
1015	1063	W	CR	18	72	90	207	131		1025	N	U.S. 52	22	209	231	531	361
	1064	S	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1065	E	CR	18	72	90	207	131		W	U.S. 52	22	209	231	531	361	
	1066	N	CR	18													

## STATE HIGHWAY SYSTEM OF OHIO

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Scioto.....	120	N	52	116	1,469	1,585	3,680	2,474	Shelby.....	1033	E	68	2	49	51	117	74
	121	N	52	116	1,469	1,585	3,680	2,474		1034	W	54	28	196	224	325	325
		N	52	116	1,469	1,585	3,680	2,474			S	54	6	96	102	235	148
		N	52	228	3,444	3,672	8,526	5,732			E	54	7	100	107	246	155
		N	52								W	119	13	19	32	221	46
		N	52	111	1,184	1,295	3,007	2,021		1035	W	119	13	83	96	221	139
		N	52	100	1,289	1,389	3,225	2,168			N	119	13	25	29	67	42
		N	52	100	1,289	1,389	3,225	2,168			E	119	13	21	29	67	42
		N	52	78	1,162	1,240	2,879	1,936			W	119	13	75	87	200	126
		N	52	139	1,162	1,240	2,879	1,936			N	119	13	111	128	294	186
		N	52	50	1,432	1,482	1,109	1,689		1036	W	119	13	54	71	163	103
		N	52	42	536	578	1,322	827			N	119	13	102	130	299	189
		N	52	42	50	50	115	87			E	119	13	147	159	366	236
		N	52	12	93	105	242	150			W	119	13	178	204	469	296
		N	52	31	211	242	557	346		125	N	119	13	147	159	366	236
		N	52	19	203	222	511	317			W	119	13	147	159	366	236
		N	52	10	39	49	113	70		325	N	119	13	901	958	2,181	1,392
		N	52	42	257	299	688	428			E	119	13	117	126	287	183
		N	52	42	221	263	605	376			W	119	13	279	302	688	439
		N	52	*	43	43	99	61		326	N	119	13	362	394	897	572
		N	52	4	104	108	248	154			W	119	13	1,683	1,783	4,060	2,591
		N	52	23	446	469	1,079	671			N	119	13	1,683	1,783	4,060	2,591
		N	52	42	432	474	1,090	678		1037	N	119	13	392	445	1,024	715
		N	52	48	585	633	1,456	905		1038	N	119	13	392	445	1,024	715
		N	52	48	585	633	1,456	905			E	119	13	516	604	1,389	971
		N	52	44	343	387	890	553			W	119	13	129	828	957	2,201
		N	52	29	250	279	642	399		1039	N	119	13	112	576	688	1,582
		N	52	29	146	175	402	250			E	119	13	23	160	183	294
		N	52	31	264	295	679	422			W	119	13	570	616	1,417	990
		N	52	44	275	310	734	456			N	119	13	1,560	1,717	3,949	2,759
		N	52	36	236	272	626	389		1040	W	119	13	1,560	1,717	3,949	2,759
		N	52	6	136	142	337	203			N	119	13	1,560	1,717	3,949	2,759
		N	52	4	321	365	840	522			E	119	13	1,560	1,717	3,949	2,759
		N	52	188	1,274	1,462	3,363	2,091			W	119	13	591	675	1,582	1,085
		N	52	192	1,217	1,409	3,241	2,015		1041	N	119	13	591	675	1,582	1,085
		N	52	115	635	750	1,725	1,073			E	119	13	1,129	1,303	2,997	2,094
		N	52	83	425	508	1,168	726			W	119	13	42	312	354	569
		N	52	100	100	110	253	157		1042	N	119	13	309	369	849	593
		N	52	100	100	110	253	157			E	119	13	1,514	1,706	3,924	2,742
		N	52	8	43	51	117	73			W	119	13	207	284	653	456
		N	52	15	182	197	453	282		1043	N	119	13	1,530	1,706	3,924	2,742
		N	52	6	36	40	92	57			E	119	13	1,530	1,706	3,924	2,742
		N	52	15	150	165	380	236			W	119	13	50	468	518	832
		N	52	15	161	169	389	242		1044	N	119	13	50	468	518	832
		N	52	15	90	90	207	129			E	119	13	207	284	653	456
		N	52	31	236	267	614	382			W	119	13	207	284	653	456
		N	52	36	225	261	600	373		1045	N	119	13	1,582	1,706	3,924	2,742
		N	52	73	681	754	1,717	1,078			E	119	13	1,582	1,706	3,924	2,742
		N	52	77	681	754	1,717	1,078			W	119	13	1,582	1,706	3,924	2,742
		N	52	10	214	224	1,510	1,320		1046	N	119	13	1,582	1,706	3,924	2,742
		N	52	85	757	842	1,917	1,204			E	119	13	1,582	1,706	3,924	2,742
		N	52	85	757	842	1,917	1,204			W	119	13	1,582	1,706	3,924	2,742
		N	52	10	75	85	194	122		1047	N	119	13	1,582	1,706	3,924	2,742
		N	52	10	75	85	194	122			E	119	13	1,582	1,706	3,924	2,742
		N	52	4	35	39	89	56			W	119	13	1,582	1,706	3,924	2,742
		N	52	42	449	491	1,118	702		1048	N	119	13	1,582	1,706	3,924	2,742
		N	52	42	449	491	1,118	702			E	119	13	1,582	1,706	3,924	2,742
		N	52	2	32	34	78	49			W	119	13	1,582	1,706	3,924	2,742
		N	52	2	2	2	2	3		126	N	119	13	1,582	1,706	3,924	2,742
		N	52	21	164	185	426	269			E	119	13	1,582	1,706	3,924	2,742
		N	52	23	173	196	451	285		127	N	119	13	1,582	1,706	3,924	2,742
		N	52	10	112	122	281	177			E	119	13	1,582	1,706	3,924	2,742
		N	52	11	82	93	214	135		128	N	119	13	1,582	1,706	3,924	2,742
		N	52	21	203	224	515	325			E	119	13	1,582	1,706	3,924	2,742
		N	52	13	114	127	292	185		129	N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272		327	N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			E	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			W	119	13	1,582	1,706	3,924	2,742
		N	52	20	158	187	430	272			N	119	13	1,582	1,706		

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles
				Average daily			Maximum daily total vehicles					Average daily			Maximum daily total vehicles	
				Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles		
Stark.....	328	N	43	200	1,901	2,101	4,879	Trumbull.....	1061	N	7 & 36	153	816	969	1,590	
	329	S	43	200	1,901	2,101	4,879		282	245	282	649	463			
	330	S	80	84	555	639	1,455		1,027	717	1,649	1,177	497			
	1049	N	241	142	1,298	1,440	3,344		27	106	133	306	218			
Summit.....		S	241	142	1,298	1,440	3,344			S	36	396	415	954		
		S	91	132	1,210	1,342	3,087			E	36	303	363	904		
		S	91	128	1,176	1,304	2,990			W	7	446	493	645		
	1050	W	CR	10	68	78	179		1063	N	7	47	469	541	888	
		S	8	209	1,740	1,949	4,483			S	8	55	556	611	1,003	
		S	8	231	1,826	2,057	4,731			E	8	88	1,164	1,252	1,405	
		W	CR	46	306	352	810		1064	W	CR	65	571	636	1,363	2,237
		W	CR	28	224	252	580			N	CR	61	668	729	1,677	1,196
1051	N	91	207	1,585	1,792	2,022	4,122			S	82	75	1,532	1,607	3,696	1,044
	E	36	355	2,835	3,190	3,337	5,579			W	82	59	1,389	1,448	3,330	1,196
1052	W	36	328	2,578	2,906	3,286	6,684		1065	N	46	67	599	666	1,532	1,093
	E	TR	184	1,407	1,591	1,659	3,659			S	46	55	621	676	1,555	1,109
	W	26	313	2,274	2,587	2,950	5,950			E	82	80	1,326	1,406	3,234	2,307
	W	36	355	2,792	3,147	3,504	7,238			W	82	137	1,673	1,810	4,163	2,970
1053	W	CR	113	813	926	1,030	2,130		1066	N	CR	43	266	309	711	1,507
	E	CR	113	813	926	1,030	2,130			W	CR	10	81	91	209	149
1054	N	18	127	967	1,094	1,216	1,913			S	88	40	167	207	476	340
	S	18	127	967	1,094	1,216	1,913		1067	W	88	44	207	251	577	412
1055	N	TR	96	946	1,042	1,161	1,822			N	45	70	424	494	1,136	811
	W	8	396	3,082	3,478	3,996	6,083			E	45	78	354	432	811	709
	W	8	365	2,538	2,903	3,266	5,077			S	CR	74	286	360	828	591
1056	NE	CR	254	1,427	1,681	1,866	2,940			W	87	75	259	334	768	548
	SW	8	572	2,928	3,500	4,050	6,122		1068	N	CR	6	130	104	239	171
	W	8	779	4,464	5,243	6,059	9,170			S	CR	4	130	134	308	220
1057	N	241	38	82	120	276	412			E	CR	18	153	171	393	281
	S	241	98	788	886	1,038	1,530			W	CR	14	189	203	467	333
	E	CR	82	914	1,056	1,210	1,829		135	S	82	112	1,427	1,539	3,574	2,525
1058	N	CR	140	1,542	1,682	1,869	2,942			W	82	112	1,427	1,539	3,574	2,525
	N	U.S. 21	12	211	223	513	390		136	N	82	23	392	415	964	681
	E	U.S. 21	17	239	256	589	448			E	82 & 36	122	1,505	1,627	3,778	2,670
	W	17	744	867	1,994	2,649	6,093			W	36	103	1,251	3,778	3,144	2,222
1059	S	U.S. 21	70	622	692	1,527	2,008		137	N	169	285	3,493	3,778	8,773	6,200
	E	TR	40	521	561	1,290	1,592		138	S	U.S. 422	285	3,493	3,778	8,773	6,200
	W	CR	53	511	564	1,297	1,981			N	U.S. 422	257	2,122	2,379	5,524	3,904
	N	CR	63	425	488	1,122	856			W	U.S. 422	453	4,439	4,892	11,359	8,028
1060	NW	CR	296	2,353	2,649	3,033	4,633		332	S	169	216	2,598	2,814	6,536	4,619
	E	36	259	1,996	2,255	3,944	4,633			N	7	35	359	394	6,536	4,619
	W	36	259	1,996	2,255	3,944	4,633			S	7 & 36	39	406	445	1,013	730
130	W	18	202	2,251	2,453	5,696	4,290		333	E	36	4	55	59	134	97
	W	18	202	2,251	2,453	5,696	4,290			W	7 & 19	194	2,136	2,330	5,410	3,824
131	N	93	95	966	1,061	1,856	1,511		334	N	46	3	18	21	49	34
	S	93	80	784	864	2,006	1,511			E	46	38	450	488	1,133	801
	SE	CR	25	201	226	525	124			W	36	108	1,515	1,523	3,769	2,663
	SE	TR	71	165	164	164	164			S	46	31	325	356	1,946	1,584
132	NW	TR	8	86	94	218	6,260		335	N	36	75	31	325	811	596
	N	8	322	3,257	3,579	8,310	6,260			S	46	34	329	363	827	162
133	S	8	322	3,257	3,579	8,310	6,260			E	46	34	329	363	827	162
	N	8	192	2,394	2,394	5,559	4,187			W	CR	13	86	99	225	246
134	N	14	93	1,113	1,206	2,800	2,109		336	N	CR	16	134	150	150	150
	N	14	93	1,113	1,206	2,800	2,109			S	45	41	626	667	1,549	1,095
	N	14	93	1,113	1,206	2,800	2,109			E	45	41	626	667	1,549	1,095
331	N	U.S. 21	61	638	699	1,623	1,223		337	S	U.S. 422	115	1,648	1,763	4,094	2,893
	E	U.S. 21	72	776	848	1,969	1,483			N	U.S. 422	127	1,873	2,000	4,644	3,282
	W	36	252	2,171	2,423	5,626	4,238			S	CR	22	336	358	831	202
	W	36	185	1,781	1,966	4,565	3,439		1069	NE	16	96	816	912	2,098	1,357
								Tuscarawas....								

## STATE HIGHWAY SYSTEM OF OHIO

III

Tuscarawas....	1069	SW	16	111	854	965	2,220	1,436	Union.....	1086	W	CR	29	303	332	764	470
		SE	CR	12	147	159	366	237		1087	N	38	10	100	110	253	156
	1070	NW	CR	29	171	200	460	298				38	8	82	100	207	128
		N	CR	42	42	71	163	106				CR	10	21	31	71	44
		E	6	133	949	1,082	2,594	1,610		142	W	CR	41	385	426	970	604
	1071	W	CR	156	972	1,128	2,594	1,678			E	4	41	385	426	970	604
		N	6	106	556	662	1,523	985		340	W	4	41	109	117	266	166
	1072	S	CR	106	556	662	1,523	985			N	4	45	322	367	836	520
		N	CR	59	270	329	757	490			SE	CR	45	4	4	9	6
		S	CR	38	228	266	612	396			W	47	43	295	338	770	479
		W	TR	21	147	99	228	147		341	N	4	18	146	164	373	232
	1073	N	8	38	60	98	225	146			S	4	33	261	294	669	417
		SE	8	84	887	971	2,333	1,445				47	29	231	260	592	368
		N	255	104	952	1,056	2,429	1,571			W	4	4	28	32	73	45
	1074	E	TR	35	75	110	252	164		342	W	CR	42	409	451	1,027	639
		N	TR	2	25	27	658	426			W	32	42	42	451	1,027	639
	1075	W	39	18	268	302	695	449		1088	N	17	77	939	016	2,337	1,440
		E	8	20	282	302	695	449			W	17	42	939	016	2,337	1,440
		N	8	126	940	1,066	2,452	1,586			S	18	57	716	773	1,778	1,095
		SE	8	138	911	1,049	2,413	1,561			W	18	15	74	89	205	126
		N	8	54	74	128	294	190			E	CR	15	266	307	706	435
	1076	W	CR	16	124	140	322	208		1089	W	17	41	61	70	182	112
		N	6&	224	1,884	2,108	4,848	3,137			S	9	18	61	72	160	102
		S	U.S. 21								W	9	14	73	87	200	123
			6&	226	1,830	2,056	4,729	3,059		1090	W	TR	12	80	92	212	130
	1077	W	U.S. 21								N	116	5	35	40	106	65
		S	CR	35	375	410	943	610			W	TR	6	40	46	106	65
		N	CR	18	116	134	308	199			W	TR	6	40	46	106	65
		S	234	26	122	148	340	220		1091	W	U.S. 30	24	674	698	1,605	989
	1078	E	39	90	504	594	1,366	884			N	U.S. 30	50	974	974	2,240	1,380
		W	39	72	334	406	1,934	604			S	TR	7	128	135	310	191
		NE	16	100	766	866	1,992	1,289		1092	W	TR	29	375	404	929	572
	1079	E	U.S. 21								N	66	4	131	135	310	191
		W	16	99	901	1,000	2,360	1,488			S	66	4	131	135	310	191
		N	6	163	1,225	1,388	3,192	2,065		143	N	49	2	38	40	91	57
		S	6	263	1,225	1,388	3,192	2,065			W	CR	1	16	17	39	24
	139	N	6 & 8	263	2,050	2,313	5,267	3,442			S	U.S. 30	27	644	671	1,528	951
		N	6 & 8	263	2,050	2,313	5,267	3,442		144	W	U.S. 30	26	622	648	1,475	918
	140	N	6 &	178	1,554	1,732	3,944	2,577			N	9	37	539	576	1,312	816
		S	U.S. 21								W	9 & 17	7	153	160	1,364	227
			6 &	172	1,592	1,764	4,017	2,625		145	W	9 & 17	42	680	722	1,644	1,023
	141	E	TR	28	296	324	738	482			S	U.S. 30	19	246	265	603	376
		W	16	264	1,829	2,093	4,766	3,114			W	U.S. 30	56	804	860	1,958	1,219
	338	W	CR	264	1,829	2,093	4,766	3,114			N	U.S. 30	53	844	897	2,042	1,271
		E	CR	47	310	357	813	531		343	W	CR	4	70	74	168	105
		W	39	169	837	1,006	2,291	1,497			S	54	15	181	196	446	278
	339	N	39	126	555	681	1,551	1,013		344	W	CR	4	121	132	301	187
		N	U.S. 21	66	446	512	1,166	762			S	116	18	144	162	369	230
		S	U.S. 21	66	446	512	1,166	762			W	TR	1	5	6	14	9
	1080	N	31	19	218	237	545	336			S	117	24	213	237	540	336
		W	31	23	275	298	685	422		1093	W	116 & 117	17	130	147	335	208
		E	68	12	96	108	248	153			N	U.S. 50	17	211	228	524	323
		W	CR	13	104	117	269	166			S	U.S. 50	17	211	228	524	323
	1081	NE	CR	27	268	295	678	418			W	U.S. 50	17	211	228	524	323
		E	CR	33	296	329	757	466		1094	N	CR	29	29	29	67	41
		W	CR	56	468	524	1,205	743			S	U.S. 50	32	266	298	685	423
	1082	N	CR	23	175	198	455	281		1095	W	U.S. 50	32	266	298	685	423
		SE	CR	79	693	772	1,776	1,094			N	U.S. 50	61	61	64	147	91
		W	32	12	421	433	996	614		1096	W	U.S. 50	6	121	127	292	180
		NE	32	146	1,289	1,435	3,300	2,033			N	160	13	212	225	518	319
	1083	N	4	33	203	236	543	334			S	160	5	218	223	513	316
		S	4	35	339	374	860	530			W	124	7	170	177	407	251
		W	55	44	261	305	702	432			E	124	21	276	297	683	421
	1084	N	31	58	560	618	1,421	876		1097	W	160	21	276	297	683	421
		SE	31	52	596	648	1,490	918			N	75	16	244	260	598	369
		W	6	111	111	111	269	166		1098	W	75	16	244	260	598	369
		E	U.S. 42	12	157	169	389	239		345	N	75	16	244	260	598	369
	1085	SW	U.S. 42	31	296	327	752	463			S	75	16	244	260	598	369
		W	161	58	635	693	1,594	982		1099	NE	U.S. 42	13	377	404	920	573
	1086	E	CR	29	303	332	1,764	470			SW	U.S. 42	11	82	95	242	152
														61	72	166	104

## MOTOR VEHICLE TRAFFIC AT OHIO TRAFFIC SURVEY STATIONS—Continued

County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	County	Station	Direction <sup>1</sup>	Route No. <sup>2</sup>	Traffic in 1925				Average daily traffic—1930, total vehicles	
				Average daily			Total vehicles						Average daily			Total vehicles		
				Trucks	Passenger cars	Maximum total vehicles							Trucks	Passenger cars	Maximum total vehicles			
Warren.....	1099	W	CR	2	34	36	83	52	Washington....	1117	E	26	27	346	373	858	528	
	1100	N	CR	8	26	26	60	38			W	26	27	346	373	858	528	
		S	CR	41	18	41	41	26		1118	N	244	31	132	163	375	231	
		E	73	46	52	52	120	75			E	7	15	261	276	635	391	
	1101	W	73	27	42	42	97	61			W	7	40	353	393	904	556	
		NE	3	13	263	213	605	309		1119	N	7	41	388	429	987	607	
		SW	3		213	213	490	17			S	7	41	388	429	987	607	
	1102	NW	CR	14	37	51	117	74		146	N	7	21	222	243	553	344	
		SE	123	16	44	60	138	87			S	7	21	222	243	553	344	
		NE	CR	18	38	56	129	81		147	S	7	79	754	833	1,897	1,179	
		SW	CR	18	38	56	129	81			S	7	71	662	733	1,669	1,037	
	1103	N	CR	45	260	305	702	443			E	CR	10	150	160	226	1,931	
		SW	123 & 3	40	522	562	1,293	815		148	S	U.S. 21 & 37	100	748	848	1,200	1,200	
		E	3	77	664	741	1,704	1,075			S	U.S. 21 & 37	156	1,349	1,505	3,427	2,130	
	1104	W	SW	3	11	106	117	269	604			W	37	62	633	695	1,583	983
	E	CR	38	378	416	957	604		349	W	7	41	423	464	1,057	657		
1105	NE	U.S. 42	25	348	373	858	541			E	7	41	423	464	1,057	657		
	SW	U.S. 42	46	608	654	1,661	1,048	Wayne.....	1120	N	TR	2	18	20	46	29	29	
1106	W	CR	8	69	77	177	112	111			S	94	61	482	543	1,249	800	
	N	CR	27	80	107	246	155	81			NE	36	96	1,107	1,203	2,767	1,773	
	S	CR	8	48	56	129	81	132		1121	E	94 & 36	65	850	915	2,104	1,349	
	E	63	70	78	92	212	133	142			W	36	125	1,349	1,474	3,390	2,173	
1107	NW	CR	28	242	273	628	396	306		1122	W	CR	125	1,349	1,474	3,390	2,173	
	SE	123	18	158	176	405	255	255			E	5, 6 & U.S. 30	140	321	361	830	532	
	NE	CR	12	137	142	327	206	206			E	5, 6 & U.S. 30	138	3,063	3,201	7,362	4,718	
	SW	CR	12	77	89	205	129	129		1126	W	U.S. 30	117	2,581	2,698	6,205	3,977	
1108	N	CR	5	94	99	228	114	114			W	U.S. 30	146	1,289	1,435	3,300	2,115	
	E	U.S. 25	43	452	495	1,138	718	718		1123	N	3	155	1,307	1,462	3,363	2,155	
	SE	CR	43	304	347	798	503	503			S	CR	36	68	104	239	153	153
1109	NW	CR	45	462	507	1,166	736	736			E	CR	36	75	111	255	164	164
	SE	123	68	272	340	782	493	493		1124	W	CR	12	203	215	494	317	317
1110	N	CR	32	376	408	938	592	592			E	6	6	139	145	334	214	
	SW	CR	32	376	408	938	592	592			W	6	10	336	346	796	510	
346	N	U.S. 42	26	407	433	986	628	628		1125	E	CR	29	178	207	476	305	305
	SE	U.S. 42	26	407	433	986	628	628			W	CR	29	178	207	476	305	305
347	N	CR	48	232	302	740	472	472		1126	W	TR	29	178	207	476	305	305
	SE	48	23	302	325	740	472	472			N	250	*	14	14	32	21	21
	W	73	10	130	140	294	669	427			S	250	2	18	20	46	29	29
348	N	73	9	120	129	294	319	203			NE	3	63	382	445	1,024	656	656
	SE	48	33	685	718	1,635	1,042	1,042		149	W	94	58	375	433	996	638	638
	N	145	72	35	107	246	151	151			N	U.S. 30	98	785	883	2,011	1,154	1,154
1111	N	U.S. 21	33	685	718	1,635	1,042	1,042			E	U.S. 30	113	1,183	1,296	2,951	1,910	1,910
	SW	U.S. 21	28	355	383	881	542	542			W	U.S. 30	101	1,168	1,269	2,890	1,871	1,871
1112	N	U.S. 21	62	364	426	1,304	802	802		150	N	3	97	1,022	1,119	2,548	1,649	1,649
	SW	U.S. 21	48	519	567	1,304	802	802		151	S	5 & 6	97	1,022	1,119	2,548	1,649	1,649
1113	N	CR	24	137	161	370	228	228			E	5 & 6	53	519	572	1,302	843	843
	E	7 & U.S. 50	76	396	472	1,086	668	668			N	U.S. 30	117	1,696	1,813	4,128	2,672	2,672
	W	7 & U.S. 50	68	368	436	1,003	617	617	Williams.....	350	W	76 & 6	68	1,271	1,339	3,049	1,974	1,974
1114	N	CR	16	86	102	235	144	144			N	76	71	763	834	1,899	1,229	1,229
	SE	CR	22	118	140	322	198	198		1127	S	6	11	176	187	426	276	276
	W	26	10	62	72	166	102	102			N	191	64	603	667	1,519	983	983
1115	S	37	1	50	51	117	72	72			E	34	28	171	199	458	282	282
	SE	CR	42	403	445	1,024	630	630			W	34	24	161	185	426	262	262
	W	CR	68	368	436	1,003	617	617		1128	E	CR	3	34	38	85	52	52
	SW	37	42	403	445	1,024	630	630			N	34	1	6	7	16	10	10
1116	E	CR	353	395	908	559	96	96			SW	CR	18	192	210	483	298	298
	W	CR	42	353	395	908	559	559		1129	E	2	81	1,224	1,305	3,002	1,849	1,849
	NE	CR	42	353	395	908	559	559			N	2	64	1,142	1,206	2,774	1,709	1,709
	E	26	21	114	135	310	191	191			S	108	19	172	191	439	271	271
	W	26	21	114	135	310	191	191			E	2	84	1,240	1,324	3,045	1,876	1,876
			35	136	171	393	242	242		1130	N	108	27	643	670	1,541	949	949

## STATE HIGHWAY SYSTEM OF OHIO

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Williams.....	1130	S	108	35	650	685	1,576	971	Wood.....	1146	S	186	211	246	566	348
	1131	N	CR	13	21	34	9	48			E	18	321	373	858	528
		S	TR	2	7	9		13			W	TR	4	33	76	47
		E	2	33	653	686	1,578	972		1147	N	U.S. 25	1,225	1,308	3,008	1,852
	1132	W	2	48	664	712	1,638	1,069			S	U.S. 25	1,260	1,358	3,110	1,914
		E	9	79	557	636	1,463	901			W	TR	10	46	56	79
		W	9	31	832	911	2,095	1,291			N	TR	46	129	129	
		E	107	70	832	911	2,095	1,291			S	110	393	477	1,097	675
		W	107	92	985	1,077	2,477	1,526			W	64	65	401	568	
	1133	N	TR	17	118	135	310	191			S	64	71	92	212	130
		E	34	17	129	146	336	207			W	U.S. 25	3,517	3,810	8,763	
	1134	N	CR	6	61	67	154	95			S	U.S. 25	2,93	3,810	5,395	
		E	U.S. 20	2	75	77	177	109			W	U.S. 25	2,150	2,321	5,285	
		W	U.S. 20	2	93	99	228	140			S	U.S. 25	2,159	2,321	3,287	
	1135	N	U.S. 20 & 9	85	400	485	1,116	687			W	CR	30	193	5,285	
		E									S	CR	148	175	448	
		W									W	U.S. 20	27	406	902	
		S		84	443	527	1,212	747			E	U.S. 20	50	637	1,479	
		E	CR	17	57	59	136	84			W	U.S. 20	43	621	1,442	
	1136	N	U.S. 20	17	164	181	416	256			S	TR	72	31	72	44
		E	108	*	50	50	115	71			W	TR	58	64	149	
		W	108	4	68	72	166	102			S	102	2,508	2,735	6,351	
		E	CR	2	39	41	94	58			W	102	2,540	2,772	6,437	
		W	CR	*	39	39	90	55			S	64	30	333	758	
	1137	N	CR	12	150	162	373	230			W	64	47	413	460	651
		E	108	19	189	208	478	295			S	184	21	170	191	435
		W	108	19	168	187	430	265			W	CR	18	142	160	227
		S	CR	2	36	38	87	54			E	CR	7	81	88	200
	1138	N	CR	4	25	29	67	41			W	CR	15	145	160	227
		E	CR	*	5	5	12	9			S	34	26	218	496	309
		W	CR	*	6	6	14	9			E	105	9	146	328	91
		S	34	2	46	48	110	68			W	34	20	144	328	204
	1139	N	34	2	34	36	83	51			E	34	23	186	424	263
		W	191	18	149	167	384	237			W	TR	4	44	100	92
		S	191	30	190	207	437	269			E	TR	9	83	92	209
		E	CR	12	114	126	290	179			W	U.S. 23	63	504	567	1,291
		W	192	14	105	119	274	169			S	U.S. 23	56	429	485	803
	1140	N	CR	19	189	208	478	295			E	U.S. 23	96	1,708	1,104	687
		W	CR	36	200	236	543	334			W	U.S. 25	1,612	1,889	3,419	2,419
		S	CR	19	143	162	373	230			E	U.S. 25	1,745	1,849	4,210	2,618
	152	N	CR	1	15	15	31	21			W	18	18	140	158	360
		E	CR	2	29	31	71	44			S	18	20	251	271	384
		W	CR	2	29	31	71	44			E	18	20	251	271	384
		S	CR	36	344	380	964	664			W	53	29	239	268	379
		E	2	33	625	658	1,498	932			S	53	23	212	488	300
	351	N	2	48	386	434	988	615			W	CR	8	86	94	133
		W	9	48	386	434	988	615			E	TR	61	65	150	92
	352	N	49	41	327	368	838	521			W	5	210	269	619	381
		E	49	55	396	451	1,027	639			S	182	30	145	175	248
		W	107	23	330	353	804	500			E	5	36	206	342	661
		S	TR	9	55	64	146	91			W	67	28	183	421	259
	353	N	9 & 15	50	740	791	1,819	1,132			S	CR	8	60	68	156
		W	9 & 15	44	592	636	1,448	901			E	CR	33	617	650	920
		S	CR	15	170	194	442	275			W	U.S. 23	26	658	684	968
		E	CR	12	25	27	61	38			S	U.S. 23	1	14	15	34
	1141	N	TR	12	43	55	126	78			W	TR	1	14	15	34
		W	TR	21	86	107	246	152			E	U.S. 23	28	90	118	271
		S	102	221	2,456	2,677	6,157	3,791			W	U.S. 23	21	332	353	812
	1142	N	102	194	2,574	2,768	6,366	3,919			S	CR	4	37	41	94
		W	U.S. 23	13	43	56	129	79			E	CR	4	41	45	104
		S	U.S. 23	8	82	90	207	127			W	U.S. 23	16	76	92	104
		E	U.S. 23	6	86	92	212	130			S	U.S. 23	12	70	76	130
	1143	N	105	10	64	74	170	105			W	CR	12	58	70	161
		W	105	10	64	74	170	105			E	CR	12	58	70	161
		S	U.S. 25	52	1,346	1,398	3,215	1,980			W	TR	9	9	21	13
		E	U.S. 25	58	1,257	1,315	3,020	1,859			S	TR	2	128	130	299
		W	U.S. 25	58	1,257	1,315	3,020	1,859			E	103	2	128	130	299
		S	TR	4	100	104	239	147			W	103	2	128	130	299
	1144	N	TR	2	104	106	244	150			E	TR	10	23	23	14
		W	TR	4	54	58	133	82			S	TR	20	20	46	28
		S	U.S. 23 & 34	6	96	102	235	144			E	5	49	49	113	69
		E	U.S. 23	4	93	97	223	137			W	5	39	39	90	55
		W	U.S. 23	12	89	101	232	143			S	TR	4	20	24	55
		S	U.S. 23 & 34	4	18	22	51	31			E	53	46	52	120	74
	1145	N	U.S. 23	4	57	61	140	86			W	53	15	49	64	147
		E	U.S. 23	10	114	124	285	176			S	TR	17	61	78	179
		W	CR	17	111	138	317	195			E	53	205	220	501	311
	1146	N	18	15	129	144	331	204			W	53 & 67	189	215	490	304

# APPENDIX IV

(State Highways Carrying More than 1,500 Motor Vehicles Per Day, by Sections of the State)

## NORTHEASTERN TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
U. S. 30.	Massillon—Canton	5	5,583	485	8,970
U. S. 20.	Cleveland—Elyria	6	5,288	283	8,070
U. S. 422.	Niles—Youngstown	5	3,854	334	6,320
U. S. 25.	Perrysburg—Toledo	4	3,810	293	5,400
169.	Warren—Niles	2	3,778	285	6,200
19.	Canton—Louisville	4	3,681	347	5,920
U. S. 24.	Toledo—Maumee	2	3,605	378	5,770
U. S. 20.	Cleveland—Painesville	9	3,378	324	5,630
60.	Ashland—Jct. U. S. 30 & 60	7	3,102	382	4,530
8.	Akron—Canton	17	3,015	388	5,220
57.	Lorain—Elyria	3	2,983	338	4,550
U. S. 20.	Clyde—Fremont	6	2,739	183	3,970
36.	Cuyahoga Falls—Ravenna	11	2,680	297	4,620
U. S. 30.	Wooster—Jct. U. S. 30 & 10	4	2,571	124	3,790
18.	Akron—Jct. 18 & U. S. 21	5	2,453	202	4,290
U. S. 20.	Geneva—Ashtabula	8	2,429	183	3,700
U. S. 25.	Toledo—Michigan line	2	2,410	202	3,860
169.	Warren—Jct. 16	4	2,379	257	3,900
127.	Toledo—Sylvania	5	2,367	355	3,790
7.	Hubbard—Youngstown	3	2,330	194	3,820
18—U. S. 20.	Norwalk—Bellevue	9	2,322	194	3,280
U. S. 20.	Elyria—Wakeman	18	2,307	178	3,520
246.	Toledo—Jct. 183 & 246	1	2,255	262	3,610
U. S. 20.	Ashtabula—Conneaut	11	2,254	161	3,340
U. S. 20-102.	Fremont—Toledo	28	2,249	171	3,210
36.	Barberton—Doylestown	4	2,194	218	3,840
8.	Cleveland—Akron	19	2,133	211	3,730
5-42.	Mansfield—Ahland	12	2,130	122	3,160
43.	Canton—Jct. 17 & 43	14	2,101	200	3,380
177.	Toledo—Michigan line	2	2,053	184	3,290
U. S. 21.	Massillon—Nevarre	4	2,012	156	3,230
85.	Cleveland—Jct. 85 & 175	2	2,000	200	3,020
U. S. 20.	Painesville—Geneva	15	1,990	163	3,030
U. S. 20.	Bellevue—Clyde	6	1,942	164	2,820
U. S. 30.	Mansfield—Jct. 39 & U. S. 30	2	1,916	218	2,900
U. S. 25.	Bowling Green—Hancock Co. line	13	1,882	100	2,680
U. S. 30.	Canton—Jct. U. S. 30 & 172	4	1,871	202	3,010
U. S. 422.	Cleveland—Chagrin Falls	4	1,868	171	3,020
39.	Lucas—Jct. 39 & U. S. 30	4	1,847	206	2,800
19.	Canton—Jct. 19 & 44	7	1,835	154	2,950
18.	Youngstown—Jct. 18 & 45	9	1,830	201	3,000
U. S. 20.	Conneaut—Pennsylvania line	1	1,816	98	2,690
U. S. 422.	Chagrin Falls—Parkman	23	1,797	128	2,580
91.	Hudson—Jct. 91 & 36	5	1,792	207	3,130
2.	Toledo—Delta	21	1,779	212	2,850
2.	Lorain—Vermillion	8	1,762	120	2,690
2.	Wauseon—Archbold	9	1,756	70	2,490
19.	Hubbard—Pennsylvania line	4	1,719	139	2,820
19.	Harrisburg—Jct. 19 & 44	3	1,717	157	2,760
19.	Justus—Navarre	2	1,706	192	2,740
12.	Lorain—Cuyahoga Co. line	9	1,701	109	2,600
U. S. 422.	Parkman—Warren	15	1,695	115	2,630
U. S. 25.	Perrysburg—Bowling Green	11	1,660	112	2,350
U. S. 30.	Massillon—Jct. U. S. 30 & 94	11	1,620	94	2,600
8.	Canton—Tuscarawas Co. line	10	1,590	232	2,490
164.	Youngstown—Jct. 164 & 17	5	1,581	147	2,590
14.	Cleveland—Twinsburg	6	1,540	89	2,550
36.	Ravenna—Jct. 36 & 80	4	1,534	142	2,340
2.	Delta—Wauseon	7	1,500	78	2,130
	Total	454			

## SOUTHWESTERN TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
74.....	Cincinnati—Newtown.....	2	2,917	451	4,270
11.....	Dayton—Preble Co. line.....	12	2,586	279	4,040
U. S. 25.....	Dayton—Warren Co. line.....	22	2,379	214	3,690
4-73.....	Hamilton—Warren Co. line.....				
4.....	Hamilton—Cincinnati.....	10	2,353	223	3,560
U. S. 40.....	Harmony—Springfield.....	3	2,309	96	3,540
U. S. 25—U. S. 42.....	Sharonville—Cincinnati.....	4	2,282	288	3,340
201.....	Dayton—Brandt.....	9	2,250	159	3,290
U. S. 40.....	Springfield—Brandt.....	12	2,250	145	3,400
69.....	Dayton—Jct. U. S. 40 & 69.....	11	2,216	196	3,460
11.....	Dayton—Xenia.....	13	1,906	153	2,770
U. S. 25.....	Dayton—Shelby Co. line.....	29	1,800	143	2,670
53.....	Springfield—Champaign Co. line.....	6	1,569	149	2,350
	Total.....	133			

## EAST-CENTRAL TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
U. S. 40.....	St. Clairesville—Bridgeport.....	8	3,209	431	4,850
7.....	Bridgeport—Bellaire.....	2	2,427	253	3,720
8.....	New Philadelphia—Uhrichsville.....	7	2,313	263	3,440
10-75.....	Zanesville—Jct. 10 & 75.....	4	2,265	226	3,220
147.....	Bellaire—2 miles from Bellaire.....	2	2,164	340	3,320
U. S. 21-6.....	Dover—Jct. 6 & U. S. 21.....	6	1,916	200	2,850
U. S. 21.....	Cambridge—Jct. U. S. 21 & 215.....	9	1,776	193	2,580
U. S. 40.....	Cambridge—Jct. U. S. 40 & 265.....	2	1,731	120	2,520
U. S. 40.....	Zanesville—Licking Co. line.....	9	1,613	86	2,300
8.....	Jct. 8 & 80—Stark Co. line.....	1	1,590	232	2,490
U. S. 40.....	St. Clairesville—Jct. U. S. 40 & 265.....	36	1,524	120	2,340
	Total.....	86			

## NORTHWESTERN TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
U. S. 40.....	Columbus—West Jefferson.....	10	3,050	186	4,560
11.....	West Alexandria—Montgomery Co. line.....	3	2,586	279	4,040
U. S. 23.....	Delaware—Columbus.....	15	2,477	160	3,740
U. S. 40.....	Reynoldsburg—Columbus.....	7	2,184	137	3,400
U. S. 23-4.....	Marion—Jct. 4 & U. S. 23.....	2	2,152	152	3,320
3.....	Columbus—Grove City.....	5	2,019	172	3,150
U. S. 23.....	Marion—Delaware.....	18	1,896	101	2,860
U. S. 23.....	Findlay—Wood Co. line.....	5	1,882	100	2,680
U. S. 25.....	Lima—Wapakoneta.....	11	1,828	125	2,690
U. S. 23.....	Columbus—Shadeville.....	6	1,810	129	2,820
U. S. 25.....	Sidney—Miami Co. line.....	6	1,800	143	2,670
16.....	Newark—Jct. 16 & 47.....	5	1,795	155	2,560
3.....	Columbus—Westerville.....	7	1,709	122	2,660
3.....	Mt. Vernon—Bangs.....	4	1,698	104	2,410
U. S. 25.....	Findlay—Lima.....	26	1,665	110	2,460
U. S. 30-61.....	Galion—Jct. U. S. 30 & 61.....	1	1,624	106	2,360
U. S. 40.....	Linnville—Muskingum Co. line.....	8	1,613	86	2,300
U. S. 30.....	Lima—Jct. U. S. 30 & 69.....	13	1,596	134	2,250
53.....	Urbana—Clark Co. line.....	5	1,569	149	2,350
11.....	Eaton—Newhope.....	5	1,529	87	2,160
	Total.....	162			

## SOUTHERN TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
73.....	Jct. 73 & 239—Jct. U. S. 52 & 73.....	1	3,598	228	5,730
U. S. 52.....	Portsmouth—Franklin Furnace.....	10	2,561	300	4,000
4-73.....	Montgomery Co. line—Butler Co. line.....	3	2,379	214	3,690
U. S. 52.....	Portsmouth—Jct. 125.....	5	1,807	135	2,820
U. S. 50.....	Milford—Jct. U. S. 50 & 131.....	1	1,639	274	2,400
31.....	Athens—Jct. 31 & 26 (north).....	2	1,536	178	2,230
U. S. 21.....	Marietta—Jct. U. S. 21 & 37.....	1	1,505	156	2,130
	Total.....	23			
	Total, all sections.....	858			

# APPENDIX V

(State Highways Carrying Between 600 and 1,500 Vehicles Per Day, by Sections of the State)

## NORTHEASTERN TRAFFIC SECTION

Route	Highway section °	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
U. S. 42.....	Cleveland—Medina.....	17	1,497	139	2,370
19.....	Salem—Westville.....	7	1,490	117	2,190
36.....	Newton Falls—Warren.....	8	1,490	112	2,450
82.....	Warren—Pennsylvania line.....	14	1,489	91	2,440
252.....	Olmstead Falls—Jct. 12.....	1	1,446	221	2,340
U. S. 20.....	Wakeman—Norwalk.....	11	1,413	105	2,000
183.....	Jct. 23 & 183—Jct. 246 & 183.....	1	1,410	228	2,260
36.....	Warren—Cortland.....	6	1,404	92	2,300
U. S. 30.....	Jct. U. S. 30 & 60—Jct. 5 & 6 & U. S. 30.....	12	1,404	77	2,060
6.....	Jct. 19 & 6—Jct. U. S. 21 & 6.....	6	1,388	163	2,060
U. S. 422.....	Youngstown—Pennsylvania line.....	5	1,378	102	2,260
44.....	Ravenna—Jct. 18 & 44.....	3	1,376	200	2,100
46.....	Ashtabula—Jefferson.....	8	1,362	124	2,020
2.....	Huron—Sandusky.....	8	1,345	89	1,940
3.....	Wooster—Jct. 3 & 17.....	15	1,339	133	1,970
91.....	Hudson—Jct. 14 & 91.....	4	1,323	130	2,310
254.....	Jct. 57 & 254—Jct. 2 & 254.....	7	1,291	102	2,010
U. S. 30.....	Wooster—Jct. 94 & U. S. 30.....	8	1,282	107	1,890
7.....	Youngstown—Jct. 164 & 7.....	9	1,261	157	1,890
2.....	Archbold—Williams Co. line.....	4	1,252	73	1,770
263.....	Toledo—Jct. 263 & U. S. 20.....	5	1,242	193	1,990
19.....	Westville—Harrisburg.....	12	1,240	124	1,870
261.....	Kent—Jct. 18.....	4	1,240	124	1,870
3.....	Loudonville—Jct. 3 & 97.....	3	1,230	70	1,800
263.....	Sylvania—Jct. U. S. 20 & 263.....	3	1,218	165	1,950
43.....	Canton—Waynesburg.....	11	1,206	180	1,940
36.....	Doylestown—Wooster.....	17	1,197	95	1,760
43.....	Cleveland—Aurora.....	15	1,185	108	1,920
14.....	Ravenna—Edinburg.....	6	1,171	113	1,780
241.....	Inland—Massillon.....	8	1,163	370	1,930
18.....	Medina—Jct. 18 & 253.....	3	1,162	115	1,720
18-57.....	Shelby—Mansfield.....	10	1,159	116	1,750
U. S. 30.....	Mansfield—Crawford Co. line.....	11	1,153	53	1,720
175.....	Cleveland—Painesville.....	14	1,145	88	1,780
101.....	Sandusky—Jct. 101 & 34.....	8	1,134	150	1,640
18.....	Akron—Jct. 18 & 43.....	6	1,100	91	1,760
43.....	Kent—Jct. 18 & 43.....	3	1,096	117	1,670
60.....	Loudonville—Jct. U. S. 30 & 60.....	10	1,092	46	1,600
U. S. 21.....	Summit Co. line—Jct. U. S. 21 & 18.....	11	1,088	76	1,810
42.....	Mansfield—Lexington.....	5	1,086	126	1,640
164.....	Jct. 164 & 17—Jct. 7 & 164.....	7	1,082	139	1,780
57.....	Elyria—Grafton.....	6	1,036	84	1,580
U. S. 24.....	Maumee—Waterville.....	4	1,002	118	1,600
19.....	Canfield—Jct. 19 & 46.....	1	983	108	1,610
61.....	Plymouth—Shelby.....	7	978	74	1,480
43.....	Waynesburg—Carroll Co. line.....	1	977	99	1,390
58.....	Oberlin—Jct. 18 & 58.....	7	972	65	1,480
17.....	Barberton—Jct. 17 & 80.....	19	972	61	1,480
2.....	Vermillion—Huron.....	10	965	55	1,390
93.....	Akron—Jct. 93 & 236.....	8	962	88	1,680
U. S. 21.....	Massillon—Jct. U. S. 21 & 236.....	2	958	130	1,540
U. S. 20.....	Woodville—Jct. U. S. 20 & 102.....	4	958	89	1,390
U. S. 21.....	Canal Fulton—Jct. U. S. 21 & 236.....	5	943	136	1,520
84.....	Madison—Jct. 85.....	27	938	77	1,450
U. S. 23-U. S. 24.....	Toledo—Michigan line.....	2	928	107	1,490
18.....	Youngstown—Pennsylvania line.....	3	921	102	1,510
94.....	Orrville—Jct. U. S. 30 & 94.....	2	883	98	1,150
44.....	Jct. 18 & 44—Jct. 17 & 44.....	5	870	82	1,320
163.....	Port Clinton—Oak Harbor.....	10	868	120	1,230
59.....	Elyria—Jct. 59 & 60.....	11	863	127	1,320
183.....	Maumee—Jct. 246 & 183.....	4	845	34	1,350
17.....	Barberton—Western Star.....	4	820	115	1,520
46.....	Niles—Jct. 19 & 46.....	8	808	114	1,330
5-6.....	Ashland—Rowsbury.....	7	807	53	1,190
18.....	Jct. 18 & 80—Jct. 18 & 45.....	15	793	73	1,270
U. S. 42.....	Lodi—Ashland.....	17	786	41	1,150
U. S. 21.....	Jct. U. S. 21 & 17—Jct. U. S. 21 & 93.....	12	774	66	1,350
13-61.....	Norwalk—Jct. 13 & 61.....	3	769	76	1,110
101.....	Clyde—Jct. 101 & 34.....	7	768	76	1,110
U. S. 322.....	Jct. U. S. 322 & 45—Jct. U. S. 322 & 46.....	9	764	160	1,130
2-163.....	Marblehead—Port Clinton.....	11	745	79	1,060
36.....	Newton Falls—Jct. 36 & 80.....	9	721	62	1,100
43.....	Kent—Jct. 14 & 43.....	5	720	128	1,100
U. S. 30.....	Minerva—Jct. U. S. 30 & 172.....	9	720	70	1,160
66.....	Michigan line—Jct. 2 & 66.....	12	718	60	1,020

## STATE HIGHWAY SYSTEM OF OHIO

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Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
60-6	Ashland—Savannah	6	702	38	1,030
13-6	Norwalk—Fitchville	11	693	50	980
19	Canfield—Columbiana Co. line	6	687	66	1,130
12	Fremont—Bettsville	10	683	54	980
18	Brighton—Jct. 18 & 253	19	681	57	1,040
45	Warren—Bristolville	10	667	41	1,100
58	Jct. 18 & 58—Jct. 17 & 58	9	665	62	970
17	Canfield—Pennsylvania line	12	661	63	1,080
4	Jct. 18, 20 & 4—Seneca Co. line	7	660	78	940
53	Fremont—Port Clinton	15	658	52	940
13	Mansfield—Jct. 13 & 178	6	658	42	1,000
97	Lexington—Bellville	6	655	64	990
90	Youngstown—Pennsylvania line	12	651	71	1,070
80	Minerva—Alliance	12	639	84	1,030
33	Wauseon—Henry Co. line	4	637	59	870
53	Fremont—Seneca Co. line	5	634	59	910
17	Canfield—Jct. 17 & 80	20	632	65	1,000
163	Oak Harbor—Jct. 102 & 163	9	629	107	890
U. S. 20	Perrysburg—Woodville	14	629	46	890
7	Conneaut—Jct. 7 & 83	8	627	105	930
44	Louisville—Jct. 19 & 44	3	616	46	990
7	Hubbard—Jct. 7 & 82	4	611	55	1,000
46	Cortland—Niles	9	610	53	1,000
17	Jct. 17 & 13—Seneca Co. line	17	609	79	870
176	Cleveland—Jct. U. S. 21 & 176	10	607	101	980
Total		836			

## SOUTHWESTERN TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
U. S. 40	Harmony—Madison Co. line	8	1,354	59	1,970
3	Cincinnati—Jct. 3 & 126	3	1,298	166	1,900
51	Dayton—Jct. U. S. 40 & 51	11	1,197	71	1,870
9	Hamilton—Sevenmile	5	1,164	92	1,800
U. S. 52	Cincinnati—Jct. U. S. 52 & 128	7	1,163	150	1,700
48	Dayton—Jct. U. S. 40 & 48	7	1,142	110	1,780
4	Dayton—Fairfield	8	1,121	108	1,750
U. S. 50	Cleves—Indiana line	4	1,052	144	1,540
9	Cincinnati—Hamilton	9	1,029	170	1,510
U. S. 27	Indiana line—Jct. U. S. 27 & 130	10	1,001	88	1,550
129	Hamilton—Jct. 129 & U. S. 27	4	972	74	1,500
U. S. 27	Jct. U. S. 27 & 129—Jct. U. S. 27 & 130	8	972	74	1,500
4	Germantown—Jct. 4 & 73	8	947	144	1,460
122	Middletown—Preble Co. line	6	922	126	1,420
4	Dayton—Germantown	11	887	72	1,380
74	Newtown—Clermont Co. line	3	869	117	1,270
32	Cedarville—Xenia	8	829	74	1,200
48	Dayton—Centerville	7	788	119	1,230
53	Springfield—Xenia	14	756	62	1,120
126	Jct. 126 & 128—Indiana line	7	754	76	1,110
11	Xenia—Jamestown	10	750	51	1,090
U. S. 42	Sharonville—Warren Co. line	5	745	71	1,080
U. S. 27-126	Cincinnati—Ross	10	740	133	1,090
29	Covington—Darke Co. line	4	728	49	1,030
51	Jct. U. S. 40 & 51—Darke Co. line	4	708	58	1,140
U. S. 50	Milford—Madisonville	3	700	187	1,030
27	Madisonville—Cincinnati	2	682	68	1,030
70	Springfield—Lisbon	7	663	50	1,020
125	Cincinnati—Clermont Co. line	5	628	78	890
264	Cincinnati—Cleves	8	606	58	890
Total		202			

## EAST-CENTRAL TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
U. S. 40	Cambridge—Zanesville	21	1,391	92	2,000
7	Mingo Jct.—Steubenville	2	1,310	209	1,990
16	Uhrichsville—Newcomerstown	17	1,209	143	1,800
75	Jct. 10 & 75—Perry Co. line	5	1,127	68	1,600
16	Coshocton—Jct. 16 & 234	4	1,124	92	1,590
14	Salem—F. Palestine	17	1,040	108	1,600

## SURVEY OF TRANSPORTATION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
8.....	Dover—Jct. 8 & 80.....	11	1,025	109	1,530
6.....	Dennison—Jct. 6 & 151.....	5	990	122	1,460
77.....	Zanesville—Duncan Falls.....	7	980	186	1,400
43.....	Malvern—Stark Co. line.....	3	977	99	1,390
U. S. 22-43.....	Steubenville—Jct. 43 & U. S. 22.....	4	968	119	1,470
214.....	Bellaire—Jct. U. S. 40 & 214.....	7	936	74	1,380
16.....	Jct. 16 & 234—Jct. 16 & 75.....	3	930	49	1,310
77.....	Zanesville—Dresden.....	14	906	46	1,290
6.....	Cadiz—Harrisville.....	10	904	48	1,300
7.....	Yorkville—Bridgeport.....	3	901	58	1,380
U. S. 30.....	Lisbon—East Liverpool.....	12	860	98	1,260
35.....	Jct. U. S. 40 & 35—Jct. 35 & 149.....	8	851	68	1,300
16.....	Coshocton—Jct. 16 & 77.....	13	849	73	1,200
151.....	Smithfield—Mingo Junction.....	9	830	85	1,260
45.....	Salem—Lisbon.....	8	822	73	1,210
39.....	Dover—Jct. 39 & 234.....	7	759	128	1,130
7.....	Steubenville—Yellow Creek.....	13	755	150	1,150
80.....	Minerva—Jct. 43 & 80.....	4	726	82	1,030
43.....	Malvern—Carrollton.....	10	725	67	1,030
77.....	Dresden—Jct. 16 & 77.....	2	719	88	1,020
8.....	Barnesville—Jct. U. S. 40 & 8.....	5	713	102	1,090
19.....	Salem—Mahoning Co. line.....	1	687	66	1,130
U. S. 22.....	Jct. U. S. 22 & 152—Jct. U. S. 22 & 43.....	5	651	75	990
6.....	Harrisville—Bridgeport.....	12	647	69	990
U. S. 21.....	Cambridge—Newcomerstown.....	23	621	58	920
Total.....		265			

## NORTHWESTERN TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
11.....	Newhope—Indiana line.....	6	1,412	82	2,000
U. S. 40.....	West Jefferson—Clark Co. line.....	13	1,354	59	1,970
3.....	Centerburg—Westerville.....	18	1,308	100	1,850
2.....	Bryan—Fulton Co. line.....	10	1,252	73	1,770
12.....	Fostoria—Arcadia.....	6	1,213	134	1,730
31.....	Marysville—Jct. 31 & 161.....	13	1,210	111	1,810
117.....	Lima—Jct. 117 & 198 E.....	9	1,207	125	1,850
U. S. 30.....	Kenton—Jct. U. S. 30 & 195.....	9	1,203	56	1,700
13.....	Utica—Newark.....	11	1,189	88	1,700
9.....	Greenville—Jct. 9 & 51.....	2	1,189	86	1,680
16.....	Columbus—Jct. 16 & 47.....	22	1,185	97	1,770
U. S. 40.....	Linnville—Hebron.....	8	1,182	50	1,690
U. S. 30.....	Jct. U. S. 30 & 61—Richland Co. line.....	1	1,153	53	1,720
32.....	St. Marys—Moulton.....	4	1,139	74	1,620
117.....	Lima—Westminster.....	6	1,132	67	1,730
31.....	Columbus—Canal Winchester.....	9	1,129	130	1,730
3.....	Democracy—Mt. Vernon.....	8	1,080	38	1,530
107.....	Montpelier—Jct. 9 & 107.....	2	1,077	92	1,530
16.....	Newark—Jct. 16 & 207.....	4	1,058	126	1,510
U. S. 40.....	Hebron—Reynoldsburg.....	15	1,055	53	1,510
32.....	Bellefontaine—Huntsville.....	6	1,044	79	1,480
15.....	Findlay—Carey.....	15	986	54	1,410
U. S. 23.....	Shaderville—Pickaway Co. line.....	2	970	68	1,380
31.....	Dunkirk—Kenton.....	9	966	110	1,370
18.....	Defiance—Jct. 18 & 15.....	2	961	110	1,360
U. S. 25.....	Anna—Sidney.....	7	958	57	1,390
4.....	Bucyrus—Jct. 4 & U. S. 23.....	14	948	67	1,420
12.....	Arcadia—Findlay.....	7	947	111	1,350
U. S. 30.....	Lima—Delphos.....	13	946	66	1,450
13.....	Newark—Jacksonstown.....	6	940	82	1,340
31.....	Columbus—Jct. 31 & 257.....	7	925	76	1,440
122.....	Gratis—Butler Co. line.....	6	922	126	1,420
U. S. 30-61.....	Galion—Jct. U. S. 30 & 61.....	3	915	55	1,290
9.....	Bryan—Jct. 9 & 107.....	8	911	79	1,290
U. S. 30.....	Marion—Jct. U. S. 30 & 47.....	14	895	41	1,380
118.....	Van Wert—Rockford.....	11	894	67	1,270
11.....	West Alexandria—Eaton.....	5	890	67	1,260
U. S. 23.....	Little Sandusky—Jct. 4 & U. S. 23.....	10	880	57	1,360
U. S. 30.....	Delphos—Van Wert.....	12	878	54	1,240
62.....	Galion—Bucyrus.....	9	867	56	1,260
U. S. 30.....	Jct. U. S. 30 & 195—Jct. U. S. 30 & 69.....	2	852	58	1,200
32.....	St. Marys—Celina.....	9	829	67	1,180
31.....	Findlay—Jct. 31 & 103.....	8	828	63	1,180
9.....	Greenville—Jct. 9 & 68.....	8	828	52	1,170
13.....	Mt. Vernon—Utica.....	11	818	62	1,170
4.....	Bucyrus—Jct. 17 & 4.....	17	815	79	1,180
U. S. 30.....	Marion—Jct. U. S. 30 & 98.....	4	808	66	1,250
U. S. 42.....	Delaware—3 mi. north of Delaware.....	3	779	85	1,100

## STATE HIGHWAY SYSTEM OF OHIO

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Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
31-161.....	Jct. 257 & 161—Jct. 31 & 161.....	3	754	78	1,130
17-18.....	Tiffin—Jct. 17 & 18.....	2	754	73	1,080
U. S. 30.....	Van Wert—Indiana line.....	14	748	32	1,060
U. S. 42.....	Mt. Gilead—3 mi. north of Delaware.....	19	740	55	1,310
29.....	Greenville—Jct. 29 & 71.....	1	728	49	1,030
29.....	Jct. 29 & 71—Miami Co. line.....	9	728	49	1,030
33.....	Lima—Jct. 33 & 115.....	3	723	41	1,100
121.....	Greenville—Jct. 121 & 200.....	3	719	65	1,020
15.....	Bryan—Jct. 9 & 15.....	2	718	52	1,020
53.....	Urbana—West Liberty.....	10	715	63	1,010
32.....	Celina—Indiana line.....	11	712	41	1,010
51.....	Jct. 9 & 51—Montgomery Co. line.....	17	708	58	1,140
79.....	Newark—Jct. 79 & 207.....	17	696	84	1,000
15-17.....	Findlay—Jct. 15, 17 & 186.....	5	690	52	980
61.....	Crestline—Jct. U. S. 30 & 61.....	2	687	54	1,000
142.....	London—West Jefferson.....	10	685	46	970
2.....	Bryan—Indiana line.....	13	684	38	970
3.....	Grove City—N. Pickaway Co. line— W. Pickaway Co. line—Mt. Sterling—.....	8	678	40	960
98.....	Bucyrus—Jct. U. S. 30 & 98.....	13	675	60	1,020
69.....	Ada—Jct. U. S. 30 & 69.....	2	273	47	950
U. S. 23-45.....	Cary—Upper Sandusky.....	10	667	30	940
4.....	Jct. 17 & 4—Huron Co. line.....	7	660	78	940
18.....	Hicksville—Jct. Co. Rd. to Mark Center.....	6	657	36	930
9.....	Jct. 9 & 120—Jct. 9 & 68.....	3	655	85	930
54.....	Rockford—Jct. 9 & 54.....	4	641	92	1,040
5.....	Bucyrus—Jct. 5 & 182.....	2	640	45	930
29.....	Greenville—Indiana line.....	11	638	46	900
33.....	Napoleon—Fulton Co. line.....	5	637	59	870
53.....	Tiffin—Sandusky Co. line.....	11	634	59	910
9.....	Celina—Jct. 9 & 54.....	6	629	34	890
29.....	Urbana—Jct. 29 & 69.....	11	625	27	880
17.....	Jct. 17 & 100—Huron Co. line.....	17	609	79	870
257.....	Jct. 161—Jct. U. S. 42.....	11	609	58	950
108.....	Bryan—Farmer.....	7	604	28	860
	Total.....	679			

## SOUTHERN TRAFFIC SECTION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
U. S. 23.....	Lucasville—Portsmouth.....	10	1,442	122	2,250
11.....	Chillicothe—Jct. 11 & 104.....	2	1,351	97	1,940
U. S. 52.....	Franklin Furnace—Ironton.....	12	1,336	102	1,980
31.....	Chauncey—Jct. 31 & 26 N.....	2	1,311	156	1,900
139.....	Portsmouth—4 mi. north of Portsmouth.....	4	1,240	78	1,940
239.....	Jct. 7—Jct. 73.....	1	1,240	124	1,870
31.....	Logan—Haydenville.....	5	1,213	86	1,720
31.....	Lancaster—Sugar Grove.....	6	1,200	75	1,730
U. S. 23.....	Chillicothe—Jct. U. S. 23 & 159.....	4	1,132	69	1,620
75.....	Crooksville—Muskingum Co. line.....	2	1,127	68	1,600
3.....	Wilmington—Clarksburg.....	7	1,092	170	1,550
U. S. 50-31.....	Athens—Jct. 31 & U. S. 50.....	1	1,057	105	1,540
3.....	Washington C. H.—Jct. 3 & 238.....	4	1,051	55	1,490
31.....	Haydenville—Chauncey.....	14	1,026	165	1,490
U. S. 23.....	Circleville—Franklin Co. line.....	13	970	68	1,380
U. S. 50-11.....	Chillicothe—Jct. 11 & U. S. 50.....	4	939	68	1,350
3.....	Wilmington—Sabina.....	10	932	91	1,320
U. S. 50.....	Rainsboro—Hillsboro.....	9	932	75	1,320
U. S. 23.....	Waverly—Piketon.....	5	928	72	1,320
31.....	Logan—Jct. 31 & 80.....	5	905	76	1,280
7.....	Marietta—Reno.....	3	883	79	1,180
74.....	Batavia—Hamilton Co. line.....	7	869	117	1,270
73.....	Jct. 73 & 112—Jct. 73 & 239.....	4	852	56	1,330
U. S. 23.....	Chillicothe—Waverly.....	12	843	54	1,210
13.....	Jacksonville—Chauncey.....	6	824	195	1,200
13-37-75.....	New Lexington—Jct. 37 & 75.....	5	807	58	1,150
37-10.....	Lancaster—Jct. 37 & 10.....	3	794	69	1,140
10.....	Williamsport—Circleville.....	11	794	62	1,120
U. S. 21.....	Caldwell—Jct. U. S. 21 & 146.....	13	793	39	1,140
U. S. 23.....	Piketon—Lucasville.....	14	772	72	1,170
104.....	Andersonville—Jct. 11 & 104.....	4	762	54	1,090
7.....	Gallipolis—Pomeroy.....	15	758	89	1,070
U. S. 42.....	Lebanon—Butler Co. line.....	10	745	71	1,080
31.....	Hooker—Lancaster.....	3	741	119	1,070
75.....	Crooksville—Jct. 37 & 75.....	5	741	82	1,060
75.....	Ironton—Jct. 75 & 141.....	2	739	95	1,050
31.....	Sugar Grove—Jct. 31 & 180.....	6	729	61	1,040
7.....	Crown City—Eureka.....	10	722	126	1,020

## SURVEY OF TRANSPORTATION

Route	Highway section	Mileage of State highway	Average daily motor vehicles	Average daily trucks	Average daily motor vehicles-1930
140.....	Portsmouth—Scioto Furnace.....	8	722	77	1,130
U. S. 50.....	Hillsboro—Altensburg.....	8	718	44	1,020
13.....	Somerset—New Lexington.....	8	716	65	1,020
125.....	Georgetown—Russellville.....	7	705	52	1,000
10.....	Lancaster—Amanda.....	8	695	47	1,000
3.....	N. Pickaway Co. line—W. Pickaway Co. line.....	6	678	40	960
75.....	Jackson—Oak Hill.....	11	660	80	940
U. S. 50.....	Chillicothe—Jct. U. S. 50 & 27.....	5	649	34	930
75.....	Oak Hill—Jct. 75 & 140.....	3	644	81	910
U. S. 21.....	Lower Salem—Caldwell.....	19	638	53	900
124.....	Hillsboro—Marshall.....	7	632	50	900
U. S. 52-7.....	Ironton—Proctorville.....	16	629	81	890
125.....	Jct. 125 & 132—Hamilton Co. line.....	7	628	78	890
U. S. 52.....	McGaw—Jct. U. S. 52 & 25.....	10	624	74	990
U. S. 50.....	Albany—Jct. 31 & U. S. 50.....	8	624	67	910
124.....	Berlin—Jackson.....	5	621	48	880
U. S. 21.....	Lower Salem—Jct. U. S. 21 & 37.....	10	616	64	870
	Total.....	399			
	Total, all sections.....	2,381			

## APPENDIX VI

\* (Traffic on State Highways Entering the Larger Cities as Recorded at Stations Surrounding the Cities)

### CLEVELAND <sup>1</sup>

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
175.....	252	0	105	1,628	3,780
U. S. 20.....	532	0	365	5,077	11,677
85.....	754	5.0	37	155	356
U. S. 322.....	28	2.7	211	1,246	2,893
U. S. 422.....	27	1.6	198	2,091	4,855
43.....	26	7.8	125	1,023	2,375
8.....	540	2.3	138	2,751	6,327
14.....	539	3.0	90	1,789	4,115
U. S. 21.....	541	5.3	81	1,484	3,413
176.....	25	2.5	109	740	1,718
94.....	24	7.0	58	394	897
3.....	544	4.0	58	422	971
U. S. 42.....	545	5.8	217	2,213	5,090
252.....	547	3.0	221	1,446	3,326
U. S. 20.....	791	4.0	290	5,309	12,211
57.....	789	0.8	495	3,469	7,979
2.....	790	6.0	109	1,701	3,912
All routes.....			2,907	32,938	75,895

<sup>1</sup> Including E. Cleveland, Lorain and other adjacent incorporated areas.

### CINCINNATI

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
U. S. 52.....	51	0.8	63	466	1,082
125.....	13	7.7	121	919	2,134
74.....	52	2.5	221	1,566	3,636
U. S. 50.....	651	7.1	187	700	1,610
3.....	650	0	236	1,232	2,834
U. S. 25 & U. S. 42.....	54	3.2	345	2,817	6,541
4.....	55	4.1	242	2,820	6,548
9.....	58	1.2	372	2,402	5,577
U. S. 27.....	653	0	206	1,048	2,410
U. S. 52.....	57	6.2	150	1,163	2,700
264.....	56	4.0	58	606	1,407
All routes.....			2,201	15,739	36,479

<sup>1</sup> Including certain adjacent incorporated areas.

### TOLEDO

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
2.....	259	3.0	65	481	1,117
102.....	155	2.4	232	2,772	6,437
U. S. 23.....	1149	1.0	293	3,810	8,763
U. S. 24 & U. S. 25.....	803	2.0	378	3,605	8,292
2.....	90	1.2	209	1,885	4,377
U. S. 127.....	799	0	476	2,726	6,270
U. S. 20.....	799	0	108	942	2,167
U. S. 23 & U. S. 24.....	91	1.0	107	928	2,155
177.....	263	1.4	184	2,053	4,767
U. S. 25.....	92	1.0	202	2,410	5,596
All routes.....			2,254	21,612	49,941

## SURVEY OF TRANSPORTATION

## COLUMBUS

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
U. S. 23.....	42	0.5	293	4,381	10,173
3.....	41	1.0	125	1,733	4,024
19.....	598	10.5	59	323	743
U. S. 40.....	40	3.8	137	2,184	5,071
16.....	599	6.2	58	1,032	2,374
31.....	218	8.0	94	1,248	2,898
U. S. 23.....	38	1.0	129	1,810	4,203
104.....	216	9.5	28	189	439
3.....	39	3.5	172	2,019	4,688
U. S. 40.....	219	0.1	244	3,290	7,639
31.....	37	3.1	89	1,123	2,608
All routes.....			1,428	19,332	44,860

## AKRON

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
36.....	1051	1.7	328	2,906	6,684
18.....	1054	1.5	127	1,094	2,516
8.....	1056	0.2	779	5,243	12,059
241.....	1057	8.2	38	120	276
93.....	131	2.0	95	1,061	2,464
36.....	331	1.0 <sup>1</sup>	252	2,423	5,626
17.....	1058	2.5 <sup>1</sup>	123	867	1,994
18.....	130	1.6	202	2,453	5,696
8.....	133	3.0 <sup>2</sup>	192	2,394	5,559
All routes.....			2,136	18,561	42,874

<sup>1</sup> From Barberton.<sup>2</sup> From Cuyahoga Falls.

## DAYTON

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
11.....	47	2.0	153	1,906	4,426
48.....	870	1.0 <sup>1</sup>	117	885	2,036
U. S. 25.....	104	2.7 <sup>1</sup>	226	3,490	8,104
4.....	283	1.0	56	984	2,285
11.....	875	1.0	382	3,045	7,004
54.....	103	4.7	76	1,454	3,376
48.....	284	7.0	112	1,164	2,703
U. S. 25.....	868	5.0	61	1,150	2,645
202.....	857	8.0	38	320	736
201.....	855	9.4	159	2,250	5,175
69.....	869	2.3	200	2,203	5,067
4.....	282	2.0	108	1,121	2,603
All routes.....			1,688	19,972	46,160

<sup>1</sup> From Oakwood corporation line.

## YOUNGSTOWN

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
7 & 19.....	333	2.0	194	2,330	5,410
U. S. 422.....	94	3.5	99	1,345	3,123
18.....	95	0.8 <sup>1</sup>	102	921	2,139
90.....	271	2.0	71	651	1,512
164.....	272	0.7	147	1,581	3,671
7.....	270	2.5	150	1,380	3,204
19.....	273	3.0	60	543	1,261
18.....	96	1.0	242	2,510	5,828
U. S. 422.....	138	4.0	453	4,892	11,359
All routes.....			1,518	16,153	37,507

<sup>1</sup> From Struthers corporation line.

## CANTON

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
U. S. 30.....	127	1.0	485	5,583	12,964
8.....	1045	7.5	117	1,124	2,585
43.....	328	1.1	200	2,101	4,879
19.....	1039	7.0	154	1,835	4,220
44.....	128	0.3	347	3,681	8,547
U. S. 30.....	126	1.3	202	1,871	4,344
43.....	1041	1.0	174	1,303	2,997
8.....	129	2.5	337	2,114	4,909
19.....	327	6.5	37	438	1,017
All routes.....			2,053	20,050	46,462

## SPRINGFIELD

Route	Station	Distance from corporation line	Motor trucks, average daily density	Total vehicles	
				Average daily density	Maximum daily density
U. S. 40.....	11	4.3	139	2,244	5,211
70.....	476	1.0	49	422	971
53.....	469	1.0	184	1,549	3,563
U. S. 40.....	12	3.0	96	2,309	5,361
70.....	186	1.0	59	844	1,960
72.....	187	1.8	30	364	845
53.....	473	1.0	67	656	1,509
4.....	474	4.0	13	155	356
All routes.....			637	8,543	19,776

# APPENDIX VII

(Sections of the State Highway System on Which the Density of Motor Truck Traffic in 1925 was 200 or More Per Day)

Highway section	Route No.	Miles	Average daily trucks		
			1925	1930 (Estimated)	1935 (Estimated)
Massillon—Canton.....	U. S. 30	5	485	780	1,000
Cincinnati—Newtown.....	74	2	451	660	850
St. Clairsville—Bridgeport.....	U. S. 40	8	431	650	840
Akron—Canton.....	8	17	388	670	860
Ashland—Jct. U. S. 30 & 60.....	60	7	382	560	720
Toledo—Maumee.....	U. S. 24	2	378	600	770
Inland—Massillon.....	241	8	370	610	800
Toledo—Sylvania.....	U. S. 127	5	355	570	720
Canton—Louisville.....	19	4	347	560	720
Bellaire—2 mi. from Bellaire.....	147	2	340	520	660
Lorain—Elyria.....	57	3	338	520	660
Niles—Youngstown.....	U. S. 422	5	334	550	700
Cleveland—Painesville.....	U. S. 20	9	324	540	690
Portsmouth—Franklin Furnace.....	U. S. 52	10	300	470	600
Cuyahoga Falls—Ravenna.....	36	11	297	510	650
Perrysburg—Toledo.....	U. S. 25	4	293	410	530
Sharonville—Cincinnati.....	U. S. 25—U. S. 42	4	288	420	540
Warren—Niles.....	169	2	285	470	600
Cleveland—Elyria.....	U. S. 20	6	283	450	550
Dayton—West Alexandria.....	11	15	279	440	580
Milford—Jct. U. S. 50 & 131.....	U. S. 50	1	274	400	520
New Philadelphia—Uhrichsville.....	16	7	263	390	500
Toledo—Jct. 183 & 246.....	246	1	262	420	530
Warren—Jct. 169.....	U. S. 422	4	257	420	540
Bridgeport—Bellaire.....	7	2	253	390	500
Canton—Jct. 8 & 80.....	8	11	232	360	470
Jct. U. S. 20 & 183—Jct. 246 & 183.....	183	1	228	360	460
Jct. 73 & 239—Jct. U. S. 52 & 73.....	73	1	228	360	460
Zanesville—Jct. 10 & 75.....	10	4	226	320	410
Hamilton—Cincinnati.....	4	10	223	340	440
Olmsted Falls—Jct. 2 & 252.....	252	1	221	360	460
Barberton—Doylestown.....	36	4	218	380	490
Mansfield—Jct. U. S. 30 & 39.....	U. S. 30	2	218	330	420
Dayton—Hamilton.....	4-73 U. S. 25	25	214	330	420
Toledo—Delta.....	2	21	212	340	430
Cleveland—Akron.....	8	19	211	370	470
Mingo Junction—Steubenville.....	7	2	209	320	420
Hudson—Jct. 91 & 36.....	91	5	207	360	460
Lucas—Jct. 39 & U. S. 30.....	39	4	206	310	400
Toledo—Michigan line.....	U. S. 25	2	202	320	410
Akron—Jct. 18 & U. S. 21.....	18	5	202	350	450
Canton—Jct. U. S. 30 & 172.....	5	4	202	320	420
Youngstown—Jct. 18 & 45.....	18	9	201	330	420
Dover—Jct. U. S. 21 & 6.....	U. S. 21	6	200	300	390
Ravenna—Jct. 18 & 44.....	44	3	200	300	390
Canton—Jct. 17 & 43.....	43	14	200	320	410
Cleveland—Jct. 85 & 175.....	85	2	200	300	390
Total.....		299			

# APPENDIX VIII

(Sections of the State Highway System on Which the Density of Motor Traffic in 1925 was Between 150 and 200 Per Day)

Highway section	Route No.	Miles	Average daily trucks		
			1925	1930 (Estimated)	1935 (Estimated)
Dayton—Jct. U. S. 40 & 69.....	69	11	196	310	390
Jacksonville—Chauncey.....	13	6	195	280	350
Norwalk—Bellevue.....	U. S. 20	9	194	270	350
Hubbard—Youngstown.....	7-19	3	194	320	410
Cambridge—Jct. U. S. 21 & 146.....	U. S. 21	9	193	280	360
Toledo—Jct. U. S. 20 & 263.....	U. S. 20	5	193	310	390
Justus—Navarre.....	19	2	192	310	390
Milford—Madisonville.....	U. S. 50	3	187	270	350
Columbus—West Jefferson.....	U. S. 40	10	186	280	350
Duncan Falls—Zanesville.....	77	7	186	260	340
Toledo—Michigan line.....	177	2	184	290	380
Clyde—Fremont.....	U. S. 20	6	183	270	340
Geneva—Ashtabula.....	U. S. 20	8	183	280	350
Canton—Waynesburg.....	43	11	180	290	370
Elyria—Wakeman.....	U. S. 20	18	178	270	350
Athens—Jct. 31 & 26 N.....	31	2	178	260	340
Columbus—Grove City.....	3	5	172	270	340
Fremont—Toledo.....	U. S. 20-102	28	171	240	310
Cleveland—Chagrin Falls.....	U. S. 422	4	171	280	360
Wilmington—Clarksville.....	3	7	170	240	310
Cincinnati—Hamilton.....	9	9	170	250	310
Cincinnati—Jct. 3 & 126.....	3	3	166	240	310
Sylvania—Jct. U. S. 20 & 263.....	263	3	165	260	340
Haydenville—Chauncey.....	31	14	165	240	310
Bellevue—Clyde.....	U. S. 20	6	164	240	300
Painesville—Geneva.....	U. S. 20	15	163	250	310
Jct. 19 & 6—Jct. U. S. 21 & 6.....	6	6	163	240	310
Ashtabula—Conneaut.....	U. S. 20	11	161	240	310
Delaware—Columbus.....	U. S. 23	15	160	240	310
Jct. U. S. 322 & 45—Jct. U. S. 322 & 46.....	U. S. 322	9	160	220	290
Dayton—Brandt.....	201	9	159	230	300
Harrisburg—Jct. 19 & 44.....	19	3	157	250	320
Youngstown—Jct. 164 & 7.....	7	9	157	230	300
Massillon—Navarre.....	U. S. 21	4	156	250	320
Marietta—Jct. U. S. 21 & 37.....	U. S. 21	1	156	220	280
Chauncey—Jct. 31 & 26 N.....	31	2	156	230	290
Newark—Jct. 16 & 47.....	16	5	155	230	280
Canton—Jct. 19 & 44.....	44	7	154	250	340
Dayton—Xenia.....	11	13	153	220	280
Marion—Jct. 4 & U. S. 23.....	U. S. 23	2	152	230	300
Cincinnati—Jct. U. S. 52 & 128.....	U. S. 52	7	150	220	280
Sandusky—Jct. 101 & 34.....	101	8	150	220	280
Steubenville—Yellow Creek.....	7	13	150	230	300
Total.....		330			

# APPENDIX IX

(Average Daily Density of Motor Truck Traffic by Capacity Classes)

## TRANSPORT SURVEY STATIONS

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons	Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons
Adams:												
157	N	136	1	1				1	1			
	S	CR	2	2				1	1			
	E	125	23	16	2	5		13	9	1	3	
	W	125	22	15	2	5		13	9	1	3	
158	EW	U.S. 152	8	8				3	3			
Allen:												
1	N	115	19	13	1	5		12	8	1	3	
	S	33	41	25		7	9	26	16		4	6
	E	33	22	12		2	8	14	8		1	5
159	N	CR	1	1				1	1			
	S	CR	4									
	E	5	6	6				3	3			
	W	5	7	5	2			4	3	1		
Ashland:												
2	NS	60	46	35	8	3		31	24	5	2	
3	EW	U.S. 42	41	31	7	3		25	19	5	1	
160	NS	6 & 60	38	33	3	2		23	20	2	1	
Ashtabula:												
4	EW	U.S. 20	148	111	24	10	3	95	70	16	7	2
5	EW	85	54	45	6	3		38	31	5	2	
161	N	TR	8	8				5	5			
	S	TR	59	38	10	8	3	37	24	6	5	2
	E	U.S. 20	185	118	43	19	5	116	74	27	12	3
	W	U.S. 20	150	97	38	12	3	94	61	24	7	2
162	N	45	76	67	7	2		41	36	4	1	
	S	45	71	64	6	1		39	35	3	1	
	E	CR	7	5	2			4	3	1		
163	EW	U.S. 20	183	106	42	28	7	114	64	30	16	4
164	EW	U.S. 20	98	78	12	7	1	57	43	7	6	1
165	NS	46	62	44	15	3		37	26	9	2	
166	N	84	26	20	4	2		17	13	3	1	
	S	84	26	21	3	2		17	14	2	1	
	W	CR	4	4				3	3			
167	N	7	46	39	4	3		32	27	3	2	
	S	7	49	42	4	3		34	29	3	2	
	E	167	3	3				2	2			
Athens:												
6	N	31 & 26	156	124	25	6	1	88	70	14	3	1
	S	31 & 26	178	144	28	6		101	82	16	3	
	E	26	40	35	4		1	23	20	2		1
168	S	31 & U.S. 50	105	97	6	2		56	52	3	1	
	N	31	40	36	4			21	19	2		
169	W	U.S. 50	67	63	4			36	34	2		
170	NS	U.S. 50	4									
	EW	U.S. 50	46	40	4	2		23	20	2	1	
Auglaize:												
7	NS	U.S. 25 & 67	146	114	21	7	4	81	61	13	5	2
171	N	66	65	48	13	4		42	31	8	3	
	S	66	68	51	14	3		44	33	9	2	
	E	CR	4	4				3	3			
	W	119	9	8	1			6	5	1		
172	FW	32	67	52	10	5		40	31	6	3	
173	EW	32	74	54	12	6	2	45	32	8	3	2
Belmont:												
8	NS	8	78	72	4	2		48	44	3	1	
9	EW	U.S. 40	219	168	34	17		138	102	25	11	
174	S	8	102	82	16	4		56	45	9	2	
	E	U.S. 40	102	81	16	5		56	44	9	3	
	W	U.S. 40	82	65	13	4		45	36	7	2	
175	N	147	20	19	1			15	14	1		
	S	147	14	13	1			10	9	1		
	W	265	6	6				4	4			
176	N	CR	6	4	2			3	2	1		
	E	148	5	4	1			3	2	1		
	W	148	7	7				4	4			
Brown:												
177	EW	125	44	33	9	2		27	19	6	2	
Butler:												
178	N	4	176	96	37	36	7	108	59	23	22	4
	S	4	169	92	36	34	7	104	57	22	21	4
	E	63	19	16	2	1		12	10	1	1	

<sup>1</sup>The direction of the route from the station.

<sup>2</sup>Numbered routes are State highways. Other routes are: C.R.—County roads; T.R.—Town roads.

<sup>3</sup>Does not include six-wheel trucks or tractor-and-trailer combinations.

<sup>4</sup>Less than one truck per day.

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons	Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons
Butler: 179	N	U.S. 27	88	53	28	5	2	56	34	18	3	1
	S	U.S. 27	74	44	23	5	2	47	28	15	3	1
	E	130	4	3	1			3	2	1		
	W	TR	2				2	1				1
Carroll: 180	N	35 & 43	49	38	8	3		29	22	5	2	
	S	35	12	12				7	7			
	E	43	37	26	8	3		22	15	5	2	
181	S	43	61	53	5	3		38	33	3	2	
	E	80	82	67	11	4		51	42	7	2	
	W	43 & 80	99	80	13	5	1	61	49	8	3	1
Champaign: 10	NS	53	91	74	11	6		52	41	7	4	
182	N	69	4	3				3	2		1	
	S	69	3	2	1			2	1	1		
	E	29	35	30	5			22	19	3		
	W	29	32	27	3	2		20	17	2	1	
183	NS	53	63	49	10	2	2	37	29	6	1	1
184	S	29	34	29	3	2		19	16	2	1	
	E	55	28	21	7			16	12	4		
	W	55	60	47	10	3		33	26	5	2	
185	N	CR	4	4				2	2			
	E	55	17	13	4			9	7	2		
	W	55	13	10	3			7	5	2		
Clark 11	N	71	5	5				3	3			
	S	TR	7	7				4	4			
	E	U.S. 40	139	82	32	25		83	49	19	15	
	W	U.S. 40	137	80	32	25		82	48	19	15	
12	EW	U.S. 40	96	63	20	12	1	58	36	13	8	1
186	N	70	59	49	8	2		35	29	5	1	
	S	70	53	43	8	2		32	26	5	1	
	E	TR	8	6	2			5	4	1		
	W	TR	6	5	1			4	3	1		
187	NS	72	30	27	3			18	16	2		
Clermont: 13	EW	125	121	94	18	8	1	81	59	15	6	1
188	NS	28	72	57	9	3	3	48	38	6	2	2
189	EW	U.S. 50	44	32	10	2		30	21	7	2	
190	N	222	1	1				1	1			
	E	U.S. 52	7	5		2		4	3		1	
	W	U.S. 52	6	5		1		4	3		1	
Clinton: 14	EW	3	91	71	9	9	2	51	40	5	5	1
191	NS	53	58	41	13	4		31	22	8	1	
192	N	53	41	34	6	1		23	19	3	1	
	S	134	19	16	3			11	9	2		
	W	53	22	18	2	2		12	10	1	1	
Columbiana: 15	N	7	4	3		1		3	2		1	
	S	7	1	1				1	1			
	E	14	96	70	21	3	2	63	46	14	2	1
	W	14	95	69	21	3	2	63	46	14	2	1
16	NS	U.S. 30	132	114	14	4		78	68	8	2	
193	EW	19	117	83	26	4	4	70	48	16	3	3
194	NS	45	73	56	14	3		44	34	8	2	
195	NS	153	28	23	3	2		16	13	2	1	
196	EW	U.S. 30	44	35	6	3		23	17	4	2	
Coshocton: 17	EW	16	92	79	10	2	1	51	43	6	2	
197	N	CR	5	3		2		2	1		1	
	E	95	29	25	2	2		14	12	1	1	
	W	95	28	24	2	2		14	12	1	1	
198	NS	16	58	38	18	2		31	20	10	1	
Crawford: 18	N	61	54	48	4	2		35	31	3	1	
	E	U.S. 30	72	54	14	3	1	47	35	9	2	1
	W	U.S. 30 & 61	106	84	16	5	1	69	55	10	3	1
19	NS	62	66	53	9	4		40	31	7	2	
20	N	CR	6	6				4	4			
	E	5	47	38	6	3		29	23	4	2	
	W	5	43	35	6	2		27	22	4	1	
21	N	4	57	43	10	4		36	27	6	3	
	S	4	58	44	11	3		36	27	7	2	
	W	TR	1	1				1	1			
199	N	62	14	12	2			9	8	1		
	S	62	14	12	2			9	8	1		
	E	TR	2	2				1	1			
	W	100	2	2				1	1			
Cuyahoga: 22	NS	U.S. 20	438	295	71	40	32	272	178	48	27	19
23	NS	U.S. 42	151	99	28	20	4	110	68	22	17	3
24	NS	94	58	42	9	5	2	40	27	8	4	1
25	N	176	109	47	28	3	31	63	27	16	2	18
	S	176	93	36	21	3	33	54	21	12	2	19

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons	Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons
Cuyahoga (cont.):												
25	E	CR	31	21	5	2	3	18	12	3	1	2
26	W	CR	47	28	14	3	2	27	16	8	2	1
27	EW	43	125	73	32	14	6	82	42	25	11	4
	S	U.S. 422	144	84	42	11	7	89	52	26	7	4
	E	87	58	33	11	9	5	36	20	7	6	3
28	W	U.S. 422	198	114	52	21	11	122	70	32	13	7
	N	91	46	30	12	2	2	29	19	8	1	1
	S	91	74	41	17	9	7	47	26	11	6	4
	E	U.S. 322	182	92	46	38	6	115	58	29	24	4
	W	U.S. 322	209	104	52	44	9	133	66	33	28	6
200	N	91	58	37	8	10	3	35	22	5	6	2
	S	91	55	35	7	10	3	33	21	4	6	2
	E	TR	1	1				1	1			
	W	TR	2	2				1	1			
Darke:												
29	EW	29	46	39	7			29	24	5		
30	N	9	52	39	9	4		29	22	5	2	
	S	9	51	38	9	4		29	22	5	2	
	W	TR	1	1				1	1			
31	S	71	21	17	4			12	10			
	E	29	49	38	9	2		28	22	5	1	
	W	29	70	56	12	2		40	32	7	1	
201	N	121	65	58	5	2		37	33	3	1	
	S	121	32	28	4			18	16	2		
	W	200	33	30	2	1		19	17	1	1	
202	NS	51	16	13	1		2	9	7	1		1
Defiance:												
32	N	15	67	57	9	1		47	40	6	1	
	E	18	110	96	13	1		77	67	9	1	
	W	18	49	43	6			34	30	4		
203	N	18	28	22	5	1		18	14	3	1	
	S	18	3	3				2	2			
	E	CR	26	21	5			17	14	3		
	W	CR	3	3				2	2			
204	N	66	11	2		9		5	1		4	
	S	66	11	2		9		5	1		4	
	W	TR	4									
205	S	CR	15	12	3			9	7			
	E	111	40	33	5	2		23	19	3	1	
	W	111	25	22	2	1		15	13	1	1	
206	N	TR	4									
	S	TR	2					1	1			
	E	18	31	29	2			18	17	1		
	W	18	29	27	2			17	16	1		
207	N	TR	2	2				1	1			
	S	TR	2	2				1	1			
	E	193	35	35				20	20			
	W	193	33	33				19	19			
Delaware:												
33	N	U.S. 23	70	52	9	9		39	29	5	5	
	S	U.S. 23	75	55	9	11		42	31	5	6	
	E	TR	5	5				3	3			
208	S	CR	4	4				3	3			
	E	47	21	19			2	15	14			1
	W	47	19	17			2	14	13			1
Erie:												
34	EW	2	89	63	16	4	6	58	38	12	3	5
209	NS	60	42	25	6	7	4	23	13	5	3	2
210	NS	13	35	31	2	2		19	16	2	1	
Fairfield:												
35	NS	10	47	42	3	2		28	25	2	1	
211	N	10	36	29	7			21	17	4		
	E	37	33	28	5			19	16	3		
	W	37 & 10	69	57	12			40	33	7		
212	N	79	30	23	6	1		17	13	3	1	
	S	79	31	23	6	2		17	13	3	1	
	E	CR	1	1				1	1			
213	N	158	30	25	4	1		17	14	2	1	
	S	158	23	20	3			13	11	2		
	E	CR	11	9	2			6	5	1		
Fayette:												
36	S	CR	1	1				1	1			
	E	10	28	21	4	1	2	16	12	2	1	1
	W	10	27	20	4	1	2	15	11	2	1	1
214	S	CR	23	21	2			12	11	1		
	E	11	39	29	8		2	20	15	4		1
	W	11	58	47	8	2	1	30	24	4	1	1
215	N	3	50	39	10	1		30	23	6	1	
	S	3	60	47	11	2		36	28	7	1	
	E	CR	10	8	2			6	5	1		
Franklin:												
37	N	31	72	51	18	3		44	31	11	2	
	S	31	89	61	22	5	1	54	37	13	3	1
	E	TR	22	17	5			13	10	3		
	W	TR	35	24	8	2	1	21	14	5	1	1

### TRANSPORT SURVEY STATIONS—Continued

[illegible]

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons	Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons
Hardin:												
62	N	31	50	42	7	1		30	25	4	1	
	S	CR	19	16	3			12	10	2		
231	E	31	31	26	5			19	16	3		
232	EW	53	21	18	3			13	11	2		
	N	69	47	39	7	1		30	25	4	1	
	S	CR	17	14	3			11	9	2		
	E	U.S. 30	55	43	9	3		35	27	6	2	
	W	U.S. 30	61	50	8	3		39	32	5	2	
Harrison:												
63	N	35	20	16	2	2		10	8	1	1	
	S	35 & 6	91	70	15	6		44	34	7	3	
233	W	6	71	55	12	4		35	27	6	2	
	NS	35	21	17	3	1		12	10	2		
Henry:												
64	N	33	46	41	5			30	27	3		
64	S	33	45	40	5			29	26	3		
	E	TR	1	1				1	1			
234	N	18 & 65	6	6				3	3			
	S	65	11	8				6	4			
	E	18	23	19	4			13	11	2		
	W	TR	12	10	2			7	6	1		
235	N	33	67	50	11	3	3	42	31	7	2	2
	S	33	66	49	11	3	3	41	30	7	2	2
	E	TR	4									
	W	TR	1	1				1	1			
Highland:												
65	NS	38	36	29	6	1		24	20	3	1	
66	TR	1	1	1				1	1			
	E	U.S. 50	45	38	5	2		29	25	3	1	
	W	U.S. 50	44	37	5	2		28	24	3	1	
236	N	41	15	10	5			9	6	3		
	S	41	13	10	2	1		8	6	1	1	
	E	124	15	11	4			9	7	2		
	W	CR	5	3	2			3	2	1		
237	N	CR	3	2	1			2	1	1		
	E	28	7	7				4	4			
	W	28	8	7	1			5	4	1		
Hocking:												
238	NS	31	86	65	15	6		46	35	8	3	
239	NS	75	35	24	7	2	2	16	11	3	1	1
240	N	31	56	43	9	4		31	24	5	2	
	E	31	76	60	13	3		42	33	7	2	
	W	180	32	27	5			18	15	3		
Holmes:												
67	EW	19 & 39	52	45	5	2		33	29	3	1	
241	EW	39	16	14	2			9	8	1		
Huron:												
68	N	6 & 13	68	60	5	3		45	40	3	2	
	S	6 & 13	48	42	3	3		32	28	2	2	
	W	TR	20	18	2			13	12	1		
69	EW	U.S. 20	100	72	13	12	3	69	48	9	9	3
242	N	18 & 60	12	12				8	8			
	S	60	23	22	1			16	15	1		
	E	18	25	24		1		17	16		1	
	W	CR	10	10				7	7			
243	N	13	35	30	3	2		21	18	2	1	
	S	13	25	22	3			15	13	2		
	E	17	11	11				7	7			
	W	17	39	36	2	1		24	22	1		
244	N	4	31	25	3	3		19	15	2	2	
	S	4	48	38	6	4		30	24	4	2	
	E	18 & U.S. 20	171	118	27	18	8	107	74	17	11	5
244	W	18 & U.S. 20	188	132	27	21	8	118	83	17	13	5
Jackson:												
70	EW	124	48	41	5	2		26	22	3	1	
245	EW	124	43	41		1	1	20	20			
246	NS	75	33	28	3	1	1	18	16	2		
247	NS	75	15	13	2			9	8	1		
Jefferson:												
71	EW	151	85	61	17	7		55	38	12	5	
72	N	43	46	36	6	3	1	30	23	4	2	1
	E	43 & U.S. 22	119	93	18	6	2	77	60	12	4	1
	W	U.S. 22	75	59	11	5		49	39	7	3	
248	N	213	19	16	2	1		11	9	1	1	
	E	152 & 213	23	20	2	1		14	12	1	1	
	W	152	16	16				9	9			
249	N	6	51	37	12	2		29	21	7	1	
	S	6	52	38	12	2		29	21	7	1	
	E	150	7	4	2	1		4	2	1	1	
Knox:												
73	NS	3	38	28	7	3		23	17	4	2	
250	NS	3	101	84	9	5	3	52	44	5	2	1
251	NS	CR	20	16	4			11	8	3		

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons	Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons
Lake:												
74	NS	44	34	26	7	1	.....	20	14	5	1	.....
75	N	CR	40	31	6	3	.....	25	19	4	2	.....
	E	84	76	49	17	8	2	48	31	11	5	1
	W	84	78	52	18	6	2	49	33	11	4	1
76	EW	U.S. 20	413	264	88	44	17	278	171	63	32	12
252	EW	175	105	79	16	7	3	68	52	10	4	2
253	NS	86	76	68	5	3	.....	44	39	3	2	.....
Lawrence:												
77	N	U.S. 52	77	68	7	2	.....	33	29	3	1	.....
	S	U.S. 52	78	70	5	3	.....	33	30	2	1	.....
	E	TR	19	19	.....	.....	.....	8	8	.....	.....	.....
78	N	75	26	22	2	2	.....	14	12	1	1	.....
	E	141	73	65	6	2	.....	38	34	3	1	.....
	W	75	95	84	8	3	.....	50	44	4	2	.....
Licking:												
79	EW	16	155	131	17	7	.....	92	76	11	5	.....
80	NS	13	105	87	13	5	.....	63	52	8	3	.....
81	NS	13	127	112	12	3	.....	72	62	9	1	.....
254	N	CR	36	27	5	4	.....	23	17	3	3	.....
	E	16	102	79	12	11	.....	65	50	8	7	.....
	W	16	112	84	14	14	.....	71	53	9	9	.....
Logan:												
82	N	32	79	68	7	4	.....	46	40	4	2	.....
	S	32	79	68	7	4	.....	46	40	4	2	.....
82	E	TR	2	2	.....	.....	.....	1	1	.....	.....	.....
255	N	CR	10	8	2	.....	.....	5	4	1	.....	.....
	S	68	21	19	2	.....	.....	11	10	1	.....	.....
	E	68	11	9	2	.....	.....	6	5	1	.....	.....
256	N	69	2	2	.....	.....	.....	1	1	.....	.....	.....
	S	69	5	5	.....	.....	.....	3	3	.....	.....	.....
	E	68	13	12	1	.....	.....	9	8	1	.....	.....
	W	68	10	7	3	.....	.....	7	5	2	.....	.....
Lorain:												
83	EW	18	58	47	7	3	1	42	34	5	2	1
84	NS	58	65	48	12	4	1	43	31	9	3	.....
85	NS	U.S. 20	265	188	40	30	7	181	124	29	23	5
86	NS	57	82	65	9	5	3	48	38	7	2	1
87	NS	57	211	154	40	14	3	127	93	24	8	2
88	EW	2	177	109	39	17	12	117	69	29	11	8
257	N	CR	28	21	5	2	.....	17	13	3	1	.....
	S	CR	31	25	5	.....	.....	19	15	3	1	.....
	E	82	34	28	6	1	.....	21	17	4	.....	.....
	W	82	27	20	7	.....	.....	16	12	4	.....	.....
258	N	CR	12	10	2	.....	.....	7	6	.....	.....	.....
	S	CR	19	17	2	.....	.....	12	11	1	.....	.....
	E	59	89	63	21	4	1	55	39	13	2	1
	W	59	86	62	19	3	2	53	38	12	2	1
Lucas:												
89	N	U.S. 24	122	109	11	2	.....	76	68	7	1	.....
	S	U.S. 24	113	100	11	2	.....	70	62	7	1	.....
	W	T.R.	11	11	.....	.....	.....	7	7	.....	.....	.....
90	S	TR	51	34	8	7	2	29	19	5	4	1
	E	2	209	151	33	23	2	119	86	19	13	1
	W	2	186	136	30	18	2	106	78	17	10	1
91	NS	U.S. 23 &										
		U.S. 24	103	82	11	7	3	53	42	7	3	1
92	NS	U.S. 25	191	144	25	17	5	113	84	16	10	3
93	EW	U.S. 127	243	185	44	10	4	156	115	31	7	3
259	N	CR	41	32	5	4	.....	23	18	3	2	.....
	S	TR	28	24	2	2	.....	16	14	1	1	.....
	E	2	74	58	9	7	.....	42	33	5	4	.....
	W	2	65	54	7	4	.....	37	31	4	2	.....
260	N	183	54	49	5	.....	.....	29	26	3	.....	.....
	S	183	66	55	9	2	.....	36	30	5	1	.....
	E	CR	206	173	24	9	.....	111	93	13	5	.....
	W	CR	166	140	18	8	.....	89	75	10	4	.....
261	N	263	163	109	39	13	2	88	59	21	7	1
	S	U.S. 20	45	32	9	4	.....	24	17	5	2	.....
	E	263	236	142	59	30	5	128	77	32	16	3
	W	U.S. 20	130	73	30	24	3	70	39	16	13	2
262	S	64	21	21	.....	.....	.....	13	13	.....	.....	.....
	E	2	227	143	34	45	5	140	88	21	28	3
	W	2 & 64	228	145	34	44	5	140	89	21	27	3
263	NS	177	169	123	23	18	5	91	67	14	8	2
Madison:												
264	N	38	25	21	4	.....	.....	14	12	2	.....	.....
	S	38	30	25	5	.....	.....	17	14	3	.....	.....
	E	U.S. 40	53	30	16	7	.....	30	17	9	4	.....
	W	U.S. 40	50	27	16	7	.....	28	15	9	4	.....
265	NS	56	24	17	6	1	.....	14	10	3	1	.....
266	NS	38	49	37	9	2	1	28	22	5	.....	1
Mahoning:												
94	N	CR	11	7	1	1	2	7	4	1	1	1
	S	CR	7	5	2	.....	.....	4	3	1	.....	.....
	E	U.S. 422	105	79	14	9	3	62	47	8	5	2

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons	Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons
Mahoning (cont.):												
94	W	U.S. 422	99	77	13	8	1	59	46	8	5	.....
95	EW	18	102	75	22	4	1	67	50	14	2	1
96	EW	18	242	170	38	32	2	148	99	25	23	1
267	S	CR	21	11	6	4	.....	13	7	4	2	.....
	E	18	83	49	17	16	1	52	31	11	10	.....
	W	18	70	44	12	13	1	44	28	7	8	1
268	NS	45	26	23	2	1	.....	16	13	2	1	.....
269	EW	19	66	53	9	3	1	40	31	6	2	1
270	N	7	150	94	27	27	2	89	56	16	16	1
	E	116	79	25	12	.....	.....	69	47	15	7	.....
	W	17	63	46	7	8	2	37	27	4	5	1
	NS	17	63	15	9	39	.....	37	9	5	23	.....
271	NS	90	71	38	19	13	1	40	22	11	6	1
272	S	164	147	96	33	15	3	86	56	19	9	2
	E	164	125	86	22	15	2	73	50	13	9	1
	W	17	84	48	26	10	.....	49	28	15	6	.....
273	N	17	42	29	8	3	2	25	17	5	2	1
	E	46	54	38	6	7	3	30	21	3	4	2
	S	46	108	72	18	13	5	60	40	10	7	3
	E	19	60	38	12	7	3	33	21	6	4	2
Marion:												
97	N	4	97	78	15	4	.....	52	42	8	2	.....
	SW	4&U.S. 23	152	120	27	5	.....	81	64	14	3	.....
98	N	U.S. 23	65	48	13	4	.....	35	26	7	2	.....
	E	CR	8	.....	.....	6	2	5	.....	.....	4	1
	W	U.S. 30	44	34	9	1	.....	26	20	5	1	.....
		U.S. 30	52	32	9	10	1	31	19	5	6	1
Medina:												
274	N	57	15	9	2	4	.....	8	5	1	2	.....
	E	17	53	40	4	7	2	30	23	2	4	1
	W	17	40	33	2	3	2	23	19	1	2	1
275	N	U.S. 42	42	35	5	2	.....	24	20	3	1	.....
	W	U.S. 42	40	34	4	2	.....	23	20	2	1	.....
		CR	2	2	.....	.....	.....	1	1	.....	.....	.....
Meigs:												
99	NS	31	56	43	9	4	.....	32	24	6	2	.....
276	E	143	36	34	.....	2	.....	18	17	.....	1	.....
	W	124	47	41	6	.....	.....	24	21	3	.....	.....
		124	59	51	6	2	.....	29	25	3	1	.....
Mercer:												
100	S	TR	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
	E	32	41	33	3	2	3	26	21	2	1	2
	W	32	41	33	3	2	3	26	21	2	1	2
277	NS	9	34	29	5	.....	.....	22	19	3	.....	.....
Miami:												
101	NS	U.S. 25	143	106	18	19	.....	86	63	11	12	.....
278	NS	U.S. 25	150	112	24	13	1	82	59	14	8	1
279	S	202	4	2	.....	2	.....	2	1	.....	1	.....
	E	70	34	30	2	2	.....	17	15	1	1	.....
	W	70	38	32	2	4	.....	19	16	1	2	.....
Monroe:												
280	N	8	22	22	.....	.....	.....	13	13	.....	.....	.....
	W	8	9	9	.....	.....	.....	5	5	.....	.....	.....
281	EW	26	15	15	.....	.....	.....	9	9	.....	.....	.....
Montgomery:												
102	EW	78	14	8	6	.....	.....	7	4	3	.....	.....
103	N	11	138	106	22	9	1	82	60	16	6	.....
	NS	51	80	52	22	6	.....	48	31	13	4	.....
	E	51	76	52	18	6	.....	46	31	11	4	.....
	W	CR	10	2	8	.....	.....	6	1	5	.....	.....
	NS	CR	6	6	.....	.....	.....	4	4	.....	.....	.....
104	NS	U.S. 25	225	156	39	27	3	127	79	27	19	2
282	EW	4	108	84	16	7	1	58	43	10	4	1
283	N	4	56	47	9	.....	.....	29	24	5	.....	.....
	S	4	149	116	31	2	.....	78	61	16	1	.....
	E	TR	93	70	21	2	.....	48	36	11	1	.....
284	N	48&U.S. 40	108	96	5	5	2	61	54	3	3	1
	S	112	100	5	6	1	.....	63	56	3	3	1
	E	U.S. 40	20	18	.....	2	.....	11	10	.....	1	.....
Morgan:												
285	EW	37	38	30	5	1	2	11	10	.....	1	.....
286	NS	78	15	15	.....	.....	.....	9	9	.....	.....	.....
287	EW	37	10	8	2	.....	.....	5	4	1	.....	.....
Morrow:												
105	N	U.S. 30&61	57	38	10	9	.....	32	21	6	5	.....
	SW	U.S. 30&61	53	37	12	4	.....	30	21	7	2	.....
	NS	CR	6	2	4	.....	.....	3	1	2	.....	.....
288	N	U.S. 42	54	47	4	3	.....	32	28	2	2	.....
	S	CR	18	15	1	2	.....	11	9	1	1	.....
	W	U.S. 42	36	31	3	2	.....	21	18	2	1	.....
Muskingum:												
106	NS	77	60	46	12	2	.....	36	28	7	1	.....
107	EW	U.S. 40	86	71	10	5	.....	54	45	6	3	.....
108	NS	10 & 75	226	195	24	7	.....	122	103	15	4	.....
289	NW	75	32	28	3	1	.....	19	16	2	1	.....

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons	Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons
Muskingum (cont.):												
290	EW	U.S. 40	132	105	22	3	2	80	66	11	2	1
291	NS	77	186	131	24	30	1	96	69	13	14	.....
Noble:												
292	NS	78	43	38	3	2	.....	22	20	1	1	.....
Ottawa:												
293	N	TR	1	1	.....	.....	.....	1	1	.....	.....	.....
	E	2 & 163	90	75	14	1	.....	51	42	8	1	.....
	W	2 & 163	91	76	14	1	.....	52	43	8	1	.....
	EW	163	120	103	12	4	1	70	60	7	2	1
Paulding:												
295	N	9	18	16	2	.....	.....	9	8	1	.....	.....
	SE	9	15	13	2	.....	.....	8	7	1	.....	.....
	W	U.S. 24	5	5	.....	.....	.....	3	3	.....	.....	.....
	EW	U.S. 24	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
296	N	TR	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
	SE	TR	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
	W	113	32	29	3	.....	.....	21	19	2	.....	.....
	EW	113	32	29	3	.....	.....	21	19	2	.....	.....
297	N	49	5	5	.....	.....	.....	3	3	.....	.....	.....
	SE	49	5	5	.....	.....	.....	3	3	.....	.....	.....
	W	114	2	2	.....	.....	.....	1	1	.....	.....	.....
	EW	114	2	2	.....	.....	.....	1	1	.....	.....	.....
Perry:												
298	NS	13	65	51	9	5	.....	42	33	5	4	.....
299	N	75	43	34	6	3	.....	24	19	3	2	.....
	SE	13	36	31	5	.....	.....	20	17	3	.....	.....
	W	37	3	3	.....	.....	.....	2	2	.....	.....	.....
	EW	13, 37 & 75	58	48	7	3	.....	33	27	4	2	.....
Pickaway:												
300	N	56	23	19	2	2	.....	12	10	1	1	.....
	EW	56 & 10	73	54	10	6	3	38	28	5	3	2
	W	10	52	37	8	4	3	27	19	4	2	2
301	NS	56	47	44	3	.....	.....	27	26	1	.....	.....
Pike:												
302	N	112	11	9	2	.....	.....	6	5	1	.....	.....
	EW	124	62	54	6	2	.....	33	29	3	1	.....
	W	124 & 112	71	62	7	2	.....	38	33	4	1	.....
Portage:												
109	N	CR	3	3	.....	.....	.....	2	2	.....	.....	.....
	SE	CR	9	9	.....	.....	.....	5	5	.....	.....	.....
	W	18	71	53	13	5	.....	43	32	8	3	.....
	EW	18	75	56	14	5	.....	45	34	8	3	.....
110	N	36	174	122	32	16	4	113	76	22	12	3
303	SE	44	36	20	10	6	.....	24	13	7	4	.....
	W	44	80	54	19	6	1	52	35	12	4	1
	EW	82	43	31	9	3	.....	28	20	6	2	.....
	W	82	73	46	15	12	.....	48	30	10	8	.....
304	N	88	40	26	5	9	.....	26	17	3	6	.....
	SE	88	43	29	5	9	.....	28	19	3	6	.....
	W	CR	2	2	.....	.....	.....	1	1	.....	.....	.....
	EW	TR	3	3	.....	.....	.....	2	2	.....	.....	.....
305	NS	44	72	49	12	9	2	47	31	8	6	2
306	N	44	40	28	5	4	3	26	18	3	3	2
	SE	44	43	31	6	3	3	28	20	4	2	2
	W	TR	4	4	.....	.....	.....	3	3	.....	.....	.....
	EW	TR	1	1	.....	.....	.....	1	1	.....	.....	.....
307	N	225	2	2	.....	.....	.....	1	1	.....	.....	.....
	SE	80	6	4	.....	2	.....	3	2	.....	1	.....
	W	17	47	31	12	4	.....	26	17	7	2	.....
	EW	17 & 80	49	33	13	3	.....	27	18	7	2	.....
Preble:												
111	NS	9	34	28	3	3	.....	20	16	2	2	.....
308	EW	11	82	55	17	9	1	48	32	10	6	.....
309	N	9	18	17	1	.....	.....	11	10	1	.....	.....
	SE	9	16	15	1	.....	.....	10	9	1	.....	.....
	W	U.S. 40	7	5	.....	2	.....	4	3	.....	1	.....
	EW	U.S. 40	5	2	.....	3	.....	3	1	.....	2	.....
Putnam:												
310	N	66	4	4	.....	.....	.....	3	3	.....	.....	.....
	SE	CR	3	3	.....	.....	.....	2	2	.....	.....	.....
	W	17 & 66	9	9	.....	.....	.....	6	6	.....	.....	.....
	EW	17	6	6	.....	.....	.....	4	4	.....	.....	.....
311	N	115	5	5	.....	.....	.....	3	3	.....	.....	.....
	SE	15 & 115	8	6	2	.....	.....	5	4	1	.....	.....
	W	TR	1	.....	1	.....	.....	1	.....	1	.....	.....
	EW	15	4	3	1	.....	.....	3	2	1	.....	.....
312	N	33	38	32	3	3	.....	26	22	2	2	.....
	SE	33	38	33	3	2	.....	26	23	2	1	.....
	W	CR	1	.....	1	.....	.....	1	.....	1	.....	.....
	EW	CR	1	1	.....	.....	.....	1	1	.....	.....	.....
Richland:												
112	NS	13	47	38	8	1	.....	27	22	4	1	.....
113	NS	5 & U.S. 42	104	82	15	6	1	64	48	11	4	1
113	NS	U.S. 42	197	173	15	7	2	104	89	10	4	1
314	S	TR	16	16	.....	.....	.....	9	9	.....	.....	.....

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons	Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons
Richland (cont.):												
314	E	39	204	153	27	20	4	109	82	14	11	2
	W	39	216	165	26	21	4	116	89	14	11	2
315	NS	39	116	87	16	13		62	46	9	7	
Ross:												
114	N	U.S. 23	46	27	16	3		26	15	9	2	
	S	U.S. 23	69	44	21	4		39	25	12	2	
	E	159	25	19	6			14	11	3		
115	S	11	46	36	10			26	20	6		
	E	U.S. 50	22	19	3			12	10	2		
	W	11&U.S.50	68	55	13			38	31	7		
116	S	U.S. 50	29	22	6	1		16	12	3	1	
	E	U.S. 50	34	25	7	2		19	14	4	1	
	W	28	5	4	1			3	2	1		
117	N	104	54	37	13	4		26	18	6	2	
	S	11	97	63	26	6	2	46	30	12	3	
	W	11	43	26	13	2	2	20	12	6	1	1
316	NS	U.S. 23	71	59	9	3		37	30	5	2	
Sandusky:												
118	EW	U.S. 20	186	135	26	16	9	108	75	17	9	7
119	S	12	52	41	8	3		34	27	5	2	
	W	12	61	50	8	3		40	33	5	2	
	N	CR	15	13	2			10	9	1		
317	S	101	76	61	7	7	1	43	34	4	4	1
	W	101	76	60	7	7	2	43	34	4	4	1
	N	34	8	8				4	4			
318	S	CR	6	6				3	3			
	E	CR	12	9	1	2		7	5	1	1	
	W	12	12	10	2			7	6	1		
319	NS	12	10	8		2		6	5		1	
320	N	53	94	80	11	3		56	48	6	2	
	E	102	100	62	23	10	5	61	38	14	6	3
	W	U.S. 20	133	85	26	15	7	81	52	16	9	4
321	N	U.S. 20	88	53	21	12	2	53	32	13	7	1
	E	CR	61	35	16	8	2	37	21	10	5	1
	W	34	37	27	7	3		22	16	4	2	
	N	34	54	35	12	5	2	32	21	7	3	1
Scioto:												
120	NS	U.S. 52	116	93	16	5	2	58	44	10	3	1
121	N	73	117	95	18	2	2	60	49	9	1	1
	E	73&U.S.52	228	155	38	10	25	116	79	19	5	13
	W	U.S. 52	111	65	20	6	20	56	33	10	3	10
122	NS	U.S. 23	100	81	15	4		54	43	9	2	
322	NS	139	78	63	7	4	4	46	37	4	3	2
Seneca:												
123	N	18	73	50	8	9	6	42	29	5	5	3
	E	17 & 18	77	54	9	9	5	44	31	5	5	3
	W	17	10	10				6	6			
124	NS	53	85	71	7	5	2	48	39	5	3	1
323	N	U.S. 23	13	11	1	1		10	8	1	1	
	S	U.S. 23	10	9	1			7	6	1		
	E	17	5	5				4	4			
	W	17	4	4				3	3			
324	EW	18	42	30	4	4	4	27	19	3	3	2
Shelby:												
125	NS	U.S. 25	54	39	11	4		30	21	7	2	
325	S	54	9	8	1			6	5	1		
	E	CR	23	19	4			16	13	3		
	W	54	32	27	5			22	19	3		
326	NS	U.S. 25	99	73	18	8		54	39	11	4	
Stark:												
126	EW	U.S. 30	202	149	30	21	2	112	82	17	12	1
127	EW	U.S. 30	485	344	92	41	8	294	205	61	23	5
128	EW	44	347	246	59	35	7	226	157	42	22	5
129	NS	8	337	204	44	85	4	184	111	26	45	2
327	N	U.S. 21	143	113	21	5	4	80	63	12	3	2
	S	19&U.S.21	168	131	24	8	5	94	73	13	5	3
	E	19	37	28	5	2	2	21	16	3	1	1
328	NS	43	200	144	36	14	6	110	73	22	10	5
329	NS	80	84	72	10	2		46	39	6	1	
330	NS	241	142	98	26	11	7	81	54	15	7	5
Summit:												
130	EW	18	202	139	39	15	9	128	86	27	10	5
131	N	93	95	64	12	11	8	53	36	7	6	4
	S	93	80	60	11	7	2	45	34	6	4	1
	SE	TR	25	15		5	5	14	8		3	3
	E	CR	4									
	NW	TR	8	8				4	4			
132	NS	8	322	220	63	25	14	213	139	46	18	10
133	NS	8	186	95	41	30	20	120	58	27	21	14
134	NS	14	90	49	25	10	6	62	30	19	8	5
331	N	U.S. 21	61	37	13	9	2	33	20	7	5	1
	S	U.S. 21	72	50	17	5		39	27	9	3	
	E	36	252	183	40	24	5	138	100	22	13	3
	W	36	185	141	27	13	4	101	77	15	7	2

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons	Total	½-1 ½ tons	2-2 ½ tons	3-4 tons	5-7 ½ tons
Trumbull:												
135	SW	82	112	97	10	3	2	64	55	6	2	1
136	N	82	23	18	3	2		15	12	2	1	
	NE	82 & 36	122	92	18	10	2	81	61	12	7	1
	W	36	103	77	15	9	2	68	51	10	6	1
137	NS	169	285	193	64	24	4	185	123	42	17	3
138	N	U.S. 422	257	161	52	37	7	163	102	33	24	4
	S	U.S. 422	451	294	93	55	9	286	186	59	35	6
	W	169	215	144	49	19	3	136	91	31	12	2
332	N	7	35	26	5	3	1	22	16	3	2	1
	SE	7 & 36	39	30	5	3	1	25	19	3	2	1
333	E	36	4	4				3	3			
334	EW	7 & 19	194	138	36	16	4	108	76	20	9	3
	N	46	3	3				2	2			
	SE	38	3	3				24	21	2	1	
334	W	36	108	88	12	6	2	69	56	8	4	1
335	N	36	75	59	9	5	2	48	38	6	3	1
	SE	46	31	25	4	2		22	18	3	1	
	E	46	34	29	3	1	1	24	20	2	1	1
	CR	13	10	3				9	7	2		
336	NS	CR	16	14	2			11	10	1		
337	N	45	41	36	4	1		25	22	2	1	
	SE	U.S. 422	115	64	29	18	4	68	38	17	11	2
	W	U.S. 422	127	76	28	19	4	75	45	17	11	2
	CR	6	3	2	1			4	2	1	1	
	CR	22	13	5	4			13	8	3	2	
Tuscarawas:												
139	NS	6 & 8	263	170	60	12	21	150	98	34	7	11
140	N	6 & U.S. 21	178	124	41	10	3	106	74	24	6	2
	SE	6 & U.S. 21	172	124	37	8	3	103	74	22	5	2
	E	TR	28	24	4			17	15	2		
141	EW	16	264	217	34	10	3	142	115	20	6	1
338	N	CR	47	35	12			24	18	6		
	SE	39	169	128	36	4	1	86	65	18	2	1
	W	39	126	97	25	2	2	64	49	13	1	1
339	NS	U.S. 21	66	46	18	1	1	37	25	10	1	1
Union:												
142	EW	4	41	36	4	1		28	25	3		
340	N	4	8	8				5	5			
340	SE	4	45	38	5	2		26	22	3	1	
	W	CR	4									
341	N	47	43	36	4	2	1	24	20	2	1	1
	SE	4	18	17	1			12	11	1		
	W	4	33	30	3			22	20	2		
	SE	47	29	28	1			19	18	1		
342	EW	CR	4	4				3	3			
	W	32	41	34	5	2		25	21	3	1	
Van Wert:												
143	N	49	2	2				1	1			
	SE	CR	1	1				1	1			
	W	U.S. 30	27	19	7	1		16	11	4	1	
144	N	U.S. 30	26	19	6	1		15	11	3	1	
	SE	9	37	32	5			23	20	3		
	W	9 & 17	7	5		2		4	3		1	
145	SE	9 & 17	42	36	4	2		26	22	3	1	
	W	CR	19	19				13	13			
	SE	U.S. 30	56	42	5	1	8	37	28	3	1	5
343	W	U.S. 30	53	39	5	1	8	35	26	3	1	5
	SE	CR	4	4				2	2			
	W	54	15	15				9	9			
344	N	54	11	11				7	7			
	SE	116	18	13	5			11	8	3		
	W	TR	1	1				1	1			
	SE	117	24	21	3			14	12	2		
	W	116 & 117	17	13	4			10	8	2		
Vinton:												
345	NS	75	27	24	1	2		15	14		1	
Warren:												
346	NS	U.S. 42	26	23	3			17	15	2		
347	N	48	23	19	4			16	13	3		
	SE	48	20	17	3			14	12	2		
	W	73	10	9	1			7	6	1		
348	NS	73	9	7	2			6	5	1		
	W	48	33	24	6	3		19	13	4	2	
Washington:												
146	NS	7	21	16	3	2		8	6	1	1	
147	N	7	79	70	7	2		44	39	4	1	
	SE	7	71	63	7	1		39	35	4		
	W	CR	10	8	2			6	5	1		
148	N	U.S. 21	100	87	11	2		55	48	6	1	
	SE	U.S. 21 & 27	156	136	18	2		86	75	10	1	
	W	37	62	56	6			34	31	3		
349	EW	7	41	37	2	2		20	18	1	1	
Wayne:												
149	N	94	98	75	17	3	3	68	52	12	2	2
	E	U.S. 30	112	83	22	4	3	78	58	15	3	2

## TRANSPORT SURVEY STATIONS—Continued

Station and county	Direction <sup>1</sup>	Route <sup>2</sup>	Loaded and empty trucks <sup>3</sup>					Loaded trucks <sup>3</sup>				
			Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons	Total	½-1½ tons	2-2½ tons	3-4 tons	5-7½ tons
Wayne (cont.)												
149	W	U.S. 30	100	72	22	4	2	69	50	15	3	1
150	NS	3	97	68	15	12	2	64	46	10	7	1
151	N	5 & 6	53	38	5	8	2	32	23	3	5	1
	E	5, 6 & U.S. 30	117	89	15	11	2	71	54	9	7	1
350	W	U.S. 30	68	53	10	4	1	41	32	6	2	1
	N	76 & 6	71	52	7	12		40	29	4	7	
	S	76	11	11				6	6			
	E	6	64	45	7	12		36	25	4	7	
Williams:												
152	N	CR	1	1				1	1			
	S	CR	2	2				1	1			
	E	2	36	29	3	3	1	26	21	2	2	1
351	W	2	33	26	3	3	1	24	19	2	2	1
352	NS	9	45	43	1	1		33	32	1		
	N	49	39	35	3	1		25	22	2	1	
	S	49	54	47	3	2	2	34	30	2	1	1
	E	107	23	18	2	2	1	14	11	1	1	1
	W	TR	9	9				6	6			
353	N	9 & 15	59	53	6			39	35	4		
	S	9 & 15	44	40	3	1		29	26	2	1	
	E	CR	15	12	3			10	8	2		
	W	CR	2	2				1	1			
Wood:												
153	NS	U.S. 25	161	132	21	7	1	101	80	16	4	1
154	N	CR	30	19	6	5		20	13	4	3	
	S	CR	27	21	3	3		18	14	2	2	
	E	U.S. 20	49	34	9	4	2	33	23	6	3	1
155	W	U.S. 20	42	30	9	2	1	28	20	6	1	1
	N	TR	3	3				2	2			
	S	TR	6	6				4	4			
	E	102	224	155	37	20	12	145	100	24	13	8
354	W	102	229	158	38	20	13	148	102	24	13	9
	N	64	30	25	5			16	13	3		
	S	64	47	41	6			26	23	3		
355	W	184	21	21				12	12			
	N	CR	18	15	3			12	10	2		
	S	CR	7	6	1			5	4	1		
	E	34	15	15				10	10			
	W	34	26	23	3			17	15	2		
356	N	105	9	6	2	1		5	3	1	1	
	E	34	20	18	2			11	10	1		
	W	34	23	18	3	2		13	10	2	1	
357	N	TR	4	4				3	3			
	S	TR	9	9				6	6			
	E	U.S. 23	63	54	3	6		40	34	2	4	
358	W	U.S. 23	56	46	3	7		35	29	2	4	
	N	U.S. 25	96	60	21	11	4	51	32	11	6	2
	S	U.S. 25	104	66	21	12	5	55	35	11	6	3
	E	18	18	16			2	10	9			1
	W	18	20	18			2	11	10			1
Wyandot:												
156	N	53	15	15				9	9			
	S	53 & 67	41	36	5			23	20	3		
	E	67	26	21	5			15	12	3		

# APPENDIX X

(Average Gross Weight of Loaded Motor Trucks by Capacity Classes, Tractor—Trailer Combinations, and Trailers)

## TRANSPORT SURVEY WEIGHT STATIONS

Station	Average gross weight in pounds <sup>1</sup>						
	½ to 1½ ton loaded trucks	2 to 2½ ton loaded trucks	3 to 4 ton loaded trucks	5 to 7½ ton loaded trucks	Loaded tractor-trailer combinations	Loaded trailers attached to trucks	
						2-wheel trailers	4-wheel trailers
1	4,400	11,250	15,170				
2	4,770	10,520	15,020				
3	4,710	11,820	16,820				
4	4,370	10,660	14,840				
5	4,360	9,630	13,530	14,540			8,300
6	4,870	10,780	16,700				
7	5,070	11,870	15,740				
8	4,880	14,040	14,080				
9	4,220	10,810	14,020				
10	4,430	9,520	16,110				
11	4,720	11,020	14,160				
12	4,900	11,730	15,640	17,280			
13	5,100	11,490	14,960				
14	6,360	13,180	18,010	21,670			
15	4,400	11,610	13,430	17,430			
16	4,860	10,440	12,440				
17	4,330	9,960	14,020				
18	4,820	11,710	14,480				
19	4,420	11,130	15,440				8,000
20	3,800	9,550	12,710				12,040
21	4,580	11,220	11,390				
22	4,700	11,420	16,830	20,190	14,600	7,330	13,850
23	4,890	12,390	16,150	21,650		5,820	11,600
24	4,330	11,700	16,410				
25	4,770	11,360	17,190				
26	4,880	12,770	17,100	23,110			
27	4,830	12,480	16,310	17,870			10,130
28	5,110	12,430	16,110	20,080			
29	4,920	11,200		19,570		5,070	12,570
30	5,120	10,630					
31	5,230	10,300	14,490				
32	4,470	9,500	14,690				
33	5,680	11,650	11,840				
34	4,800	11,160	18,340				
35	4,870	11,200	15,540	20,990			16,730
36	4,500	10,750	14,030				
37	5,280	10,540					
38	4,640	12,500	14,780	17,820			
39	4,410	11,930	17,320	17,180			
40	4,680	11,670	14,620	16,340			
41	4,540	10,500	16,100				
42	4,900	10,500	14,430				
43	4,020	11,210	15,950				
44	4,450	9,240					
45	4,610	9,500	10,720	22,970			17,070
46	4,600	10,450	13,380				
47	4,730	12,710	15,810				
48	4,730	11,090	16,310				
49	4,940	10,030	16,180				
50	5,950	10,780	14,970				
51	4,580	13,900	14,420	20,620			
52	6,020	14,320	15,920				
53	4,950	12,840	16,000	20,220			
54	4,610	12,020	18,890	20,900			
55	5,560	11,240	16,380	17,800			
56	5,550	13,620	16,770	20,690	22,880		8,350
57	5,670	11,930	14,380				
58	5,210	12,370	16,810				
59	4,820	11,580	16,970	17,390		6,820	
60	4,620	13,360	17,510				
61	4,240	12,050					
62	4,270	11,340	11,490	21,070			
63	4,380	11,160					
64	4,310	10,280	13,310				
65	3,800	11,410	11,670				
66	5,590	12,400	14,040				
67	4,850	11,420	13,880				
68	4,430	8,990					
69	4,640	11,530	17,920				
70	5,550	11,800	15,970	16,000	17,380	7,220	13,880
71	4,310	9,150					
72	4,350	11,000	13,720				
	4,080	10,810	13,550				

<sup>1</sup> Where less than 5 vehicles were weighed averages are not given.

## TRANSPORT SURVEY WEIGHT STATIONS—Continued

Station	Average gross weight in pounds <sup>1</sup>						
	$\frac{1}{2}$ to $1\frac{1}{2}$ ton loaded trucks	2 to $2\frac{1}{2}$ ton loaded trucks	3 to 4 ton loaded trucks	5 to $7\frac{1}{2}$ ton loaded trucks	Loaded tractor-trailer combinations	Loaded trailers attached to trucks	
						2-wheel trailers	4-wheel trailers
73	4,660	11,260	14,980	.....	.....	.....	.....
74	4,420	10,680	.....	.....	.....	.....	.....
75	4,300	10,310	13,110	.....	.....	.....	7,400
76	4,790	11,210	15,580	18,310	.....	4,060	12,050
77	4,520	12,100	14,700	.....	.....	.....	.....
78	4,160	10,850	14,350	.....	.....	.....	.....
79	4,490	10,330	13,720	.....	.....	.....	.....
80	4,800	10,940	14,520	.....	.....	.....	.....
81	3,840	10,740	14,130	.....	.....	.....	.....
82	5,040	11,330	13,110	.....	.....	.....	.....
83	4,880	11,430	12,920	.....	.....	4,550	.....
84	4,700	11,270	13,030	.....	.....	.....	.....
85	4,970	13,090	15,740	18,290	18,190	4,990	14,930
86	4,280	11,320	14,290	.....	.....	.....	.....
87	4,470	12,050	16,170	16,880	.....	.....	10,180
88	4,660	11,370	16,650	18,880	.....	.....	13,020
89	4,100	10,570	13,280	18,280	.....	.....	.....
89	4,100	10,570	13,280	18,280	.....	.....	.....
90	4,150	10,830	14,290	.....	.....	.....	.....
91	4,140	10,120	16,140	19,410	16,610	9,410	15,960
92	4,780	10,690	16,280	22,180	.....	9,070	15,880
93	4,860	12,180	14,980	16,460	.....	5,690	8,320
94	4,760	10,110	16,560	17,340	.....	.....	.....
95	4,000	10,840	17,710	20,620	.....	.....	.....
96	4,370	10,170	12,680	.....	.....	.....	.....
97	5,270	10,900	15,600	.....	.....	.....	.....
98	5,180	12,520	15,420	.....	.....	.....	.....
99	4,490	11,560	17,250	.....	.....	.....	.....
100	4,190	9,910	20,710	.....	.....	.....	.....
101	4,610	11,240	15,500	.....	14,520	.....	.....
102	4,830	10,930	17,620	.....	10,220	.....	.....
102	4,830	10,930	17,620	.....	.....	.....	.....
103	4,580	11,430	14,780	.....	.....	.....	.....
104	4,500	11,410	16,450	18,810	18,080	.....	.....
105	5,590	11,550	17,010	.....	.....	.....	.....
106	3,850	10,710	.....	.....	.....	.....	.....
107	4,340	11,090	12,210	.....	.....	.....	.....
108	4,230	11,020	12,300	.....	.....	.....	.....
109	5,010	10,880	16,290	.....	.....	.....	.....
110	4,610	11,300	16,720	18,910	.....	.....	11,820
111	4,580	10,080	13,660	.....	.....	.....	.....
112	4,690	10,400	.....	.....	.....	.....	.....
113	4,130	10,160	14,280	.....	.....	.....	.....
114	4,800	12,400	16,130	.....	.....	.....	.....
115	5,210	12,210	.....	.....	.....	.....	.....
116	4,630	11,450	.....	.....	.....	.....	.....
117	5,350	12,030	17,170	.....	.....	.....	.....
118	4,660	11,270	15,180	18,900	18,060	5,780	15,500
119	4,290	10,010	14,390	.....	.....	.....	.....
120	4,910	11,870	17,410	.....	.....	.....	.....
121	4,090	11,970	15,070	23,190	.....	.....	.....
122	4,320	11,620	.....	.....	.....	.....	.....
123	5,100	14,950	19,170	21,380	.....	.....	.....
124	3,910	10,650	14,730	.....	.....	.....	.....
125	5,030	10,730	15,800	.....	18,000	.....	.....
126	4,890	12,130	16,910	.....	.....	.....	.....
127	4,280	10,510	14,230	16,540	.....	.....	.....
128	4,760	11,060	15,600	16,920	.....	.....	.....
129	5,620	12,550	17,960	19,620	.....	.....	.....
130	4,460	11,350	16,660	21,160	.....	.....	12,550
131	4,580	10,660	17,400	21,860	.....	.....	.....
132	4,580	11,550	15,510	20,340	.....	.....	11,680
133	4,890	12,510	16,810	18,900	26,450	11,310	14,180
134	5,570	11,520	15,890	19,500	.....	.....	.....
135	4,160	9,860	15,150	.....	.....	.....	.....
136	4,440	11,450	16,010	18,610	.....	.....	14,460
137	4,200	10,460	13,500	15,880	.....	.....	.....
138	4,310	10,680	15,710	17,930	.....	.....	.....
139	4,860	12,810	18,040	18,290	.....	.....	.....
140	4,910	11,340	15,670	15,340	.....	.....	.....
141	4,380	12,410	15,730	17,500	.....	.....	.....
142	5,020	10,740	.....	.....	.....	.....	.....
143	5,720	14,050	12,680	.....	.....	9,390	.....
144	4,240	11,080	15,430	.....	.....	.....	.....
145	4,460	11,190	17,390	20,720	.....	.....	.....
146	3,930	.....	.....	.....	.....	.....	.....
147	3,980	9,670	.....	.....	.....	.....	.....
148	4,460	10,170	.....	.....	.....	.....	.....
149	4,810	10,300	13,020	15,140	.....	.....	.....
150	5,080	11,440	15,030	17,730	.....	.....	.....
151	4,660	10,730	14,530	.....	.....	.....	.....
152	4,270	12,940	15,200	.....	.....	.....	.....
153	5,080	12,080	16,210	.....	.....	7,640	9,740
154	4,100	12,220	15,080	.....	.....	.....	13,920
155	4,990	11,660	17,750	17,940	18,740	8,220	14,710
156	4,680	11,780	16,600	.....	.....	.....	.....

# APPENDIX XI

(Classification of Loaded Motor Trucks by Gross Weight Groups at Traffic Survey Weight Stations)

Station	Gross weight groups—pounds											
	Less than 5,000		5,000-10,000		10,000-15,000		15,000-20,000		20,000 and over		Total	
	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent
1	67	60.4	37	33.3	3	2.7	3	2.7	1	0.9	111	100.0
2	65	48.1	49	36.3	17	12.6	4	3.0			135	100.0
3	60	48.4	43	34.7	11	8.9	8	6.4			124	100.0
4	227	49.8	152	33.3	55	12.1	15	3.3	2	1.6	456	100.0
5	84	50.9	66	40.0	10	6.1	5	3.0	7	1.5	165	100.0
6	207	46.4	173	38.8	52	11.7	12	2.7	2	0.4	446	100.0
7	128	37.5	143	41.9	41	12.0	20	5.9	9	2.7	341	100.0
8	96	51.1	70	37.2	15	8.0	6	3.2	1	0.5	188	100.0
9	339	51.5	186	28.2	110	16.7	22	3.3	2	0.3	659	100.0
10	110	50.0	74	33.6	24	10.9	10	4.6	2	0.9	220	100.0
11	150	39.5	132	34.7	69	18.2	27	7.1	2	0.5	380	100.0
12	108	38.5	81	28.8	56	19.9	32	11.4	4	1.4	281	100.0
13	131	42.0	103	33.0	61	19.5	13	4.2	4	1.3	312	100.0
14	44	20.7	117	55.2	24	11.3	19	9.0	8	3.8	212	100.0
15	144	45.7	100	31.7	51	16.2	15	4.8	5	1.6	315	100.0
16	172	52.3	130	39.5	23	7.0	3	0.9	1	0.3	329	100.0
17	117	54.9	74	34.8	19	8.9	1	0.5	2	0.9	213	100.0
18	161	48.5	101	30.4	49	14.8	16	4.8	5	1.5	332	100.0
19	109	57.1	53	27.8	18	9.4	10	5.2	1	0.5	191	100.0
20	76	57.1	42	31.6	12	9.0	3	2.3			133	100.0
21	76	51.7	47	32.0	18	12.2	5	3.4	1	0.7	147	100.0
22	538	40.8	422	32.0	159	12.1	135	10.3	63	4.8	1,317	100.0
23	151	33.5	164	36.3	68	15.1	46	10.2	22	4.9	451	100.0
24	93	51.1	46	25.3	25	13.7	12	6.6	6	3.3	182	100.0
25	107	39.9	71	26.5	31	11.6	16	6.0	43	16.0	268	100.0
26	111	29.8	117	31.5	73	19.6	44	11.8	27	7.3	372	100.0
27	205	34.3	173	28.9	119	19.9	65	10.9	36	6.0	598	100.0
28	205	28.0	205	28.0	149	20.3	117	15.9	57	7.8	733	100.0
29	55	44.7	49	39.8	13	10.6	5	4.1	1	0.8	123	100.0
30	66	47.5	48	34.5	20	14.4	3	2.2	2	1.4	139	100.0
31	74	40.4	75	41.0	28	15.3	6	3.3			183	100.0
32	194	56.7	127	37.1	18	5.3	3	0.9			342	100.0
33	57	37.5	62	40.8	20	13.2	4	2.6	9	5.9	152	100.0
34	104	39.5	92	35.0	31	11.8	17	6.5	19	7.2	263	100.0
35	60	46.9	51	39.8	13	10.1	2	1.6	2	1.6	128	100.0
36	43	53.8	23	28.8	9	11.2	2	2.5	3	3.7	80	100.0
37	124	38.1	135	41.4	49	15.0	15	4.6	3	0.9	326	100.0
38	163	45.3	114	31.7	44	12.2	33	9.2	6	1.6	360	100.0
39	226	50.5	134	30.0	58	13.0	24	5.4	5	1.1	447	100.0
40	179	45.3	135	34.2	51	12.9	24	6.1	6	1.5	395	100.0
41	155	48.4	93	29.1	46	14.4	23	7.2	3	0.9	320	100.0
42	352	47.7	246	33.4	88	11.9	40	5.4	12	1.6	738	100.0
43	54	64.3	25	29.8	5	5.9					84	100.0
44	120	58.5	75	36.6	4	2.0			6	2.9	205	100.0
45	141	52.8	111	41.6	12	4.5	3	1.1			267	100.0
46	38	42.2	29	32.2	14	15.6	6	6.7	3	3.3	90	100.0
47	167	39.8	144	34.4	72	17.2	30	7.2	6	1.4	419	100.0
48	90	47.4	74	38.9	16	8.4	8	4.2	2	1.1	190	100.0
49	243	30.0	460	56.7	73	9.0	35	4.3			811	100.0
50	130	42.3	90	29.3	41	13.4	30	9.8	16	5.2	307	100.0
51	40	23.2	81	47.1	29	16.9	17	9.9	5	2.9	172	100.0
52	189	39.6	155	32.5	68	14.3	55	11.5	10	2.1	477	100.0
53	71	33.7	45	21.3	42	19.9	22	10.4	31	14.7	211	100.0
54	267	29.0	367	39.9	217	23.6	53	5.8	16	1.7	920	100.0
55	189	25.2	208	27.8	148	19.7	160	21.3	45	6.0	750	100.0
56	43	30.1	57	39.8	27	18.9	12	8.4	4	2.8	143	100.0
57	157	32.1	183	37.4	65	13.3	68	13.9	16	3.3	489	100.0
58	387	37.9	337	33.0	144	14.1	126	12.3	28	2.7	1,022	100.0
59	125	41.0	95	31.2	40	13.1	34	11.1	11	3.6	305	100.0
60	103	62.1	49	29.5	12	7.2	2	1.2			166	100.0
61	112	58.9	51	26.8	18	9.5	2	1.1	7	3.7	190	100.0
62	81	57.0	44	31.0	12	8.5	4	2.8	1	0.7	142	100.0
63	93	50.0	65	34.9	24	12.9	4	2.2			186	100.0
64	88	66.7	27	20.4	15	11.4	2	1.5			132	100.0
65	40	36.4	52	47.3	13	11.8	5	4.5			110	100.0
66	77	48.8	58	36.7	19	12.0	4	2.5			158	100.0
67	99	60.0	62	37.6	4	2.4					165	100.0
68	109	54.5	64	32.0	16	8.0	9	4.5	2	1.0	200	100.0
69	117	37.0	113	35.8	52	16.4	28	8.9	6	1.9	316	100.0
70	72	55.8	51	39.5	5	3.9	1	0.8			129	100.0
71	104	44.3	67	28.5	52	22.1	11	4.7	1	0.4	235	100.0

## SURVEY OF TRANSPORTATION

(Classification of Loaded Motor Trucks by Gross Weight Groups at Traffic Survey Weight Stations)—Continued

Station	Gross weight groups—pounds											
	Less than 5,000		5,000-10,000		10,000-15,000		15,000-20,000		20,000 and over		Total	
	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent	Trucks	Per cent
72	219	58.5	95	25.4	44	11.8	16	4.3			374	100.0
73	45	43.3	34	32.7	16	15.4	9	8.6			104	100.0
74	42	51.2	24	29.3	12	14.6	3	3.7	1	1.2	82	100.0
75	166	47.3	115	32.8	54	15.4	13	3.7	3	0.8	351	100.0
76	527	37.8	470	33.7	214	15.4	128	9.2	55	3.9	1,394	100.0
77	105	58.3	57	31.7	12	6.7	6	3.3			180	100.0
78	139	58.6	69	29.1	22	9.3	7	3.0			237	100.0
79	175	52.2	122	36.4	25	7.5	10	3.0	3	0.9	335	100.0
80	142	48.0	114	38.5	32	10.8	8	2.7			296	100.0
81	188	61.2	83	27.0	30	9.8	6	2.0			307	100.0
82	113	51.6	70	32.0	29	13.2	5	2.3	2	0.9	219	100.0
88	77	46.9	62	37.8	18	11.0	7	4.3			164	100.0
84	87	41.6	82	39.2	26	12.5	13	6.2	1	0.5	209	100.0
85	286	37.4	232	30.3	143	18.7	79	10.3	25	3.3	765	100.0
86	130	55.5	72	30.8	25	10.7	4	1.7	3	1.3	234	100.0
87	361	52.3	184	26.7	100	14.5	35	5.1	10	1.4	690	100.0
88	197	35.2	176	31.4	88	15.7	56	10.0	43	7.7	560	100.0
89	211	61.7	107	31.3	15	4.4	7	2.0	2	0.6	342	100.0
90	219	51.8	134	31.7	47	11.1	19	4.5	4	0.9	423	100.0
91	147	54.9	79	29.5	18	6.7	17	6.3	7	2.6	268	100.0
92	187	43.8	148	34.7	48	11.2	25	5.9	19	4.4	427	100.0
93	287	41.5	254	36.8	94	13.6	47	6.8	9	1.3	691	100.0
94	119	40.1	120	40.4	31	10.4	18	6.1	9	3.0	297	100.0
95	211	57.3	102	27.7	32	8.7	18	4.9	5	1.4	368	100.0
96	311	47.0	217	32.8	91	13.7	40	6.0	3	0.5	662	100.0
97	175	41.4	184	43.5	47	11.1	16	3.8	1	0.2	423	100.0
98	64	35.7	76	42.5	24	13.4	13	7.3	2	1.1	179	100.0
99	72	47.1	46	30.1	24	15.7	10	6.5	1	0.6	153	100.0
100	63	55.8	21	18.6	11	9.7	5	4.4	13	11.5	113	100.0
101	179	42.9	132	31.7	70	16.8	24	5.7	12	2.9	417	100.0
102	166	41.2	154	38.2	52	12.9	22	5.5	9	2.2	403	100.0
103	107	43.5	79	32.1	46	18.7	10	4.1	4	1.6	246	100.0
104	255	39.5	175	27.1	116	18.0	77	12.0	22	3.4	645	100.0
105	68	28.0	68	28.0	74	30.5	29	11.9	4	1.6	243	100.0
106	107	67.7	35	22.2	15	9.5	1	0.6			158	100.0
107	135	54.9	81	32.9	24	9.8	6	2.4			246	100.0
108	408	60.5	196	29.1	56	8.3	12	1.8	2	0.3	674	100.0
109	105	41.0	95	37.1	33	12.9	21	8.2	2	0.8	256	100.0
110	243	44.2	169	30.7	77	14.0	42	7.6	19	3.5	550	100.0
111	46	50.5	31	34.1	11	12.1	3	3.3			91	100.0
112	64	52.9	38	31.4	14	11.6	4	3.3	1	0.8	121	100.0
113	174	57.4	80	26.4	38	12.6	8	2.6	3	1.0	303	100.0
114	62	36.7	62	36.7	30	17.7	13	7.7	2	1.2	169	100.0
115	72	34.4	105	50.2	24	11.5	7	3.4	1	0.5	209	100.0
116	53	52.5	27	26.7	21	20.8					101	100.0
117	87	35.9	95	39.3	31	12.8	22	9.1	7	2.9	242	100.0
118	225	43.1	156	30.0	82	15.7	42	8.0	17	3.2	522	100.0
119	107	55.2	61	31.4	19	9.8	6	3.1	1	0.5	194	100.0
120	120	43.3	104	37.6	35	12.6	13	4.7	5	1.8	277	100.0
121	328	55.6	133	22.6	42	7.1	26	4.4	61	10.3	590	100.0
122	149	57.1	69	26.4	32	12.3	9	3.4	2	0.8	261	100.0
123	97	32.0	116	38.3	12	3.9	36	11.9	42	13.9	303	100.0
124	112	60.2	49	26.3	15	8.1	9	5.4			186	100.0
125	58	40.3	52	36.1	22	15.3	9	6.2	3	2.1	144	100.0
126	243	44.8	163	30.1	75	13.8	48	8.9	13	2.4	542	100.0
127	772	49.6	466	29.9	225	14.5	82	5.3	11	0.7	1,556	100.0
128	454	41.0	411	37.1	145	13.1	78	7.1	19	1.7	1,107	100.0
129	229	25.4	355	39.3	98	10.9	177	19.6	43	4.8	902	100.0
130	241	42.3	177	31.1	88	15.5	38	6.7	25	4.4	569	100.0
131	131	43.1	101	33.2	33	10.9	14	4.6	25	8.2	304	100.0
132	437	42.0	326	31.3	159	15.3	69	6.6	50	4.8	1,041	100.0
133	181	31.3	158	27.4	92	15.9	100	17.3	47	8.1	578	100.0
134	72	25.0	102	35.4	67	23.3	33	11.4	14	4.9	288	100.0
135	181	67.0	68	25.2	16	5.9	3	1.1	2	0.8	270	100.0
136	205	50.9	119	29.5	39	9.7	30	7.4	10	2.5	403	100.0
137	412	47.2	249	28.6	164	18.8	43	4.9	4	0.5	872	100.0
138	593	44.4	394	29.5	187	14.0	107	8.0	55	4.1	1,336	100.0
139	266	38.6	214	31.1	114	16.5	71	10.3	24	3.5	689	100.0
140	218	42.8	181	35.5	92	18.0	16	3.1	3	0.6	510	100.0
141	362	53.9	210	31.3	58	8.6	39	5.8	3	0.4	672	100.0
142	70	48.9	66	46.2	4	2.8					143	100.0
143	29	24.0	68	56.2	16	13.2	6	5.0	2	1.6	121	100.0
144	72	55.4	38	29.2	16	12.3			4	3.1	130	100.0
145	78	44.8	52	29.9	19	10.9	12	6.9	13	7.5	174	100.0
146	22	59.5	8	21.6	5	13.5	2	5.4			37	100.0
147	110	66.3	48	28.9	8	4.8					166	100.0
148	205	62.1	100	30.3	22	6.7	3	0.9			330	100.0
149	209	41.4	209	41.4	68	13.5	19	3.7			505	100.0
150	122	38.9	119	37.9	46	14.6	19	6.1	8	2.5	314	100.0
151	147	45.4	110	34.0	48	14.8	17	5.2	2	0.6	324	100.0
152	60	54.5	30	27.3	11	10.0	6	5.5	3	2.7	110	100.0
153	219	43.7	178	35.5	70	14.0	27	5.4	7	1.4	501	100.0
154	109	47.4	63	27.4	28	12.2	26	11.3	4	1.7	230	100.0
155	268	38.6	242	34.8	96	13.8	60	8.6	29	4.2	695	100.0
156	54	45.4	52	43.7	3	2.5	10	8.4			119	100.0
Total.....	24,842	44.0	18,782	33.2	7,584	13.4	3,866	6.8	1,460	2.6	56,534	100.0

# APPENDIX XII

(Sections of the State Highway System on Which the Density of 3 to 7½-Ton Truck Traffic in 1925 was 15 or More Per Day)

Highway section	Route No.	Miles	Daily 3 to 7½-ton trucks
Canton-Jct. 8 & 80.....	8	11	70
Cleveland-Elyria.....	U.S. 20	6	55
Cleveland-Chagrin Falls.....	U.S. 422	4	54
Cleveland-Painesville.....	U.S. 20	9	53
Massillon-Canton.....	U.S. 30	5	49
Cincinnati-Newton.....	74	2	49
Cleveland-Akron.....	8	19	48
Akron-Canton.....	8	17	46
Toledo-Maumee.....	U.S. 24	2	45
Hamilton-Cincinnati.....	4	10	45
Niles-Youngstown.....	U.S. 422	5	43
Canton-Louisville.....	19	4	42
Dayton-Hamilton.....	4-73-U.S. 25	25	37
Hudson-Jct. 91 & 36.....	91	5	36
Geneva-Ashtabula.....	U.S. 20	8	35
Sharonville-Cincinnati.....	U.S. 25-U.S. 42	4	34
New Philadelphia-Uhrichsville.....	16	7	33
Cuyahoga Falls-Ravenna.....	36	11	32
Youngstown-Jct. 18 & 45.....	18	9	30
Perrysburg-Toledo.....	U.S. 25	4	29
Norwalk-Bellevue.....	U.S. 20-18	9	29
Dayton-Brandt.....	201	9	29
Mansfield-Jct. U.S. 30 & 39.....	U.S. 30	2	29
Cincinnati-Hamilton.....	9	9	29
Olmstead Falls-Jct. 2 & 252.....	252	1	29
St. Clairsville-Bridgeport.....	U.S. 40	8	28
Warren-Niles.....	169	2	28
Columbus-West Jefferson.....	U.S. 40	10	28
Toledo-Jct. 263 & U.S. 20.....	263	5	28
Dover-Jct. 8 & 80.....	8	11	28
Elyria-Wakeman.....	U.S. 20	18	27
Painesville-Geneva.....	U.S. 20	15	27
Cleveland-Medina.....	U.S. 42	17	27
Toledo-Sylvania.....	U.S. 127	5	26
Springfield-Brandt.....	U.S. 40	12	26
Fremont-Toledo.....	U.S. 20-102	28	25
Portsmouth-Jct. U.S. 52 & 125.....	U.S. 52	5	25
Lorain-Elyria.....	57	3	24
Clyde-Fremont.....	U.S. 20	6	24
Akron-Jct. 18 & U.S. 21.....	18	5	24
Lucas-Jct. 39 & U.S. 30.....	39	4	24
Canton-Jct. 19 & 44.....	44	7	24
Toledo-Delta.....	2	21	24
Cleveland-Jct. U.S. 21 & 176.....	176	10	24
Barberton-Doylestown.....	36	4	23
Toledo-Michigan line.....	177	2	23
Canton-Jct. U. S. 30 & 172.....	U.S. 30	4	23
Cambridge-Jct. U. S. 40 & 265.....	U.S. 40	2	23
Toledo-Michigan line.....	U.S. 25	2	22
Bellevue-Clyde.....	U.S. 20	6	22
Hudson-Jct. 14 & 91.....	91	4	22
Parkman-Warren.....	U.S. 422	15	21
Kent-Jct. 14 & 43.....	43	5	21
Hubbard-Youngstown.....	7-19	3	20
Canton-Jct. 17 & 43.....	43	14	20
Bowling Green-Findlay.....	U.S. 25	18	20
Youngstown-Jct. 164 & 7.....	7	9	20
Canton-Waynesburg.....	43	11	20
Delaware-Columbus.....	U.S. 23	15	19
Dayton-West Alexandria.....	11	15	18
Sidney-Dayton.....	U.S. 25	35	18
Youngstown-Jct. 164 & 17.....	164	5	18
Delta-Wauseon.....	2	7	18
Canfield-Jct. 19 & 46.....	19	1	18
Jct. U. S. 322 & 174-Windsor.....	U.S. 322	23	18
Chagrin Falls-Parkman.....	U.S. 422	23	17
Cincinnati-Jct. U.S. 52 & 128.....	U.S. 52	7	17
Jct. 164 & 17-Jct. 7 & 164.....	164	7	17
Jct. 18 & 80-Jct. 18 & 45.....	18	15	17
Canfield-Pennsylvania line.....	17	12	17
Cleveland-Twinsburg.....	14	6	16
Cleveland-Aurora.....	43	15	16
Duncan Falls-Zanesville.....	77	7	16
Lima-Jct. 33 & 115.....	33	3	16
Wakeman-Norwalk.....	U.S. 20	11	15
Sylvania-Jct. U. S. 20 & 263.....	263	3	15
Inland-Massillon.....	241	8	15
Aurora-Jct. 14 & 43.....	43	5	15
Total.....		711	

# APPENDIX XIII

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Massillon-Canton	U.S. 30	5	5,583	485	49	A	8,970	780	79	A	11,500	1,000	A
Cleveland-Elyria	U.S. 20	6	5,288	283	55	A	8,070	450	87	A	10,300	550	A
Niles-Youngstown	U.S. 422	5	3,854	334	43	A	6,320	550	71	A	8,100	700	A
Perrysburg-Toledo	U.S. 25	4	3,810	293	29	A	5,400	410	40	A	6,900	530	A
Warren-Niles	169	2	3,778	285	28	A	6,200	470	46	A	7,900	600	A
Canton-Louisville	19	4	3,681	347	42	A	5,920	580	68	A	7,600	720	A
Toledo-Maumee	U.S. 24	2	3,605	378	45	A	5,770	600	71	A	7,400	770	A
Jct. 73 & 239-Jct. U.S. 52 & 73	73	1	3,598	228		A	5,730	360		A	7,300	460	A
Cleveland-Painesville	U.S. 20	9	3,378	324	53	A	5,630	540	88	A	7,200	690	A
St. Clairsville-Bridgeport	U.S. 40	8	3,209	431	28	A	4,850	650	42	A	6,200	840	A
Ashland-Jct. U.S. 30 & 60	60	7	3,102	382		A	4,530	560		A	5,800	720	A
Columbus-West Jefferson	U.S. 40	10	3,050	186	28	A	4,560	280	42	A	5,800	350	A
Akron-Canton	8	17	3,015	388	46	A	5,220	670	79	A	6,700	860	A
Lorain-Elyria	57	3	2,983	338	24	A	4,550	520	37	A	5,800	660	A
Cincinnati-Newton	74	2	2,917	451	49	A	4,270	660	72	A	5,500	850	A
Clyde-Fremont	U.S. 20	6	2,739	183	24	A	3,970	270	35	A	5,100	340	A
Cuyahoga Falls-Ravenna	36	11	2,680	297	32	A	4,620	510	55	A	5,900	650	A
Dayton-West Alexandria	11	15	2,586	279	18	A	4,040	440	28	A	5,200	560	A
Wooster-Jct. U.S. 30 & 10	U.S. 30	4	2,571	124		A	3,790	180		A	4,800	230	A
Portsmouth-Franklin Furnace	U.S. 52	10	2,561	300		A	4,000	470		A	5,100	600	A
Delaware-Columbus	U.S. 23	15	2,477	160	19	A	3,740	240	28	A	4,800	310	A
Akron-Jct. 18 & U.S. 21	18	5	2,453	202	24	A	4,290	350	42	A	5,500	450	A
Geneva-Ashtabula	U.S. 20	8	2,429	183	35	A	3,700	280	54	A	4,700	350	A
Bridgeport-Bellaire	7	2	2,427	253		A	3,720	390		A	4,800	500	A
Toledo-Michigan line	U.S. 25	2	2,410	202	22	A	3,860	320	35	A	4,900	410	A
Warren-Jct. U.S. 422 & 169	U.S. 422	4	2,379	257		A	3,900	420		A	5,000	540	A
Dayton-Hamilton	4-73-U.S.25	25	2,379	214	37	A	3,690	330	57	A	4,700	420	A
Toledo-Sylvania	127	5	2,367	355	26	A	3,790	570	42	A	4,800	720	A
Hamilton-Cincinnati	4	10	2,353	223	45	A	3,560	340	69	A	4,600	440	A
Hubbard-Youngstown	7	3	2,330	194	20	A	3,820	320	33	A	4,900	410	A
Norwalk-Bellevue	U.S. 18-	9	2,322	194	29	A	3,280	270	40	A	4,200	350	A
	U.S. 20												
New Philadelphia-Uhrichsville	8	7	2,313	263	33	A	3,440	390	49	A	4,440	500	A
Harmony-Springfield	U.S. 40	3	2,309	96		A	3,540	150		A	4,500	190	A
Elyria-Wakeman	U.S. 20	18	2,307	178	27	A	3,520	270	41	A	4,500	350	A
Sharonville-Cincinnati	U.S. 25-	4	2,282	288	34	A	3,340	420	50	A	4,300	540	A
	U.S. 42												
Zanesville-Jct. 10 & 75	10-75	4	2,265	226		A	3,220	320		A	4,100	410	A
Toledo-Jct. 183-246	246	1	2,255	262		A	3,610	420		A	4,600	530	A
Ashtabula-Conneaut	U.S. 20	11	2,254	161		A	3,340	240		A	4,300	310	A
Dayton-Brandt	201	9	2,250	159	29	A	3,290	230	42	A	4,200	300	A
Springfield-Brandt	U.S. 40	12	2,250	145	26	A	3,400	220	39	A	4,400	280	A
Fremont-Toledo	U.S.120-	28	2,249	171	25	A	3,210	240	35	A	4,100	310	A
	102												
Dayton-North Greene Co. line	69	6	2,216	196		A	3,460	310		A	4,400	390	A
Barberton-Doylestown	36	4	2,194	218	23	A	3,840	380	40	A	4,900	490	A
Reynoldsburg-Columbus	U.S. 40	7	2,184	137		A	3,400	210		A	4,440	280	A
Bellaire-2 mi. from Bellaire	147	2	2,164	340		A	3,320	520		A	4,200	660	A
Marion-Jct. 4 & U.S. 23	4-U.S. 23	2	2,152	152		A	3,320	230		A	4,200	300	A
Cleveland-Akron	8	19	2,133	211	48	A	3,730	370	84	A	4,800	470	A
Mansfield-Ashland	5-42	12	2,130	122		A	3,160	180		A	4,100	240	A
Canton-Jct. 17 & 43 <sup>2</sup>	43	14	2,101	200	20	B	3,380	320	32	A	4,300	410	A
Toledo-Michigan line	177	2	2,053	184	23	A	3,290	290	36	A	4,200	380	A
Columbus-Grove City	3	5	2,019	172		A	3,150	270		A	4,000	340	A
Massillon-Navarre	U.S. 21	4	2,012	156		A	3,230	250		A	4,100	320	A
Cleveland-Jct. 175 & 85 <sup>2</sup>	85	2	2,000	200		A	3,020	300		A	3,900	390	A
Painesville-Geneva	U.S. 20	15	1,990	163	27	A	3,030	250	41	A	3,900	310	A
Bellevue-Clyde	U.S. 20	6	1,942	164	22	A	2,820	240	32	A	3,600	300	A
Mansfield-Jct. 39 & U. S. 30	U.S. 30	2	1,916	218	29	A	2,900	330	44	A	3,700	420	A
Dover-Jct. 6 & 21	6-21	6	1,916	200		A	2,850	300		A	3,700	390	A

<sup>1</sup> Major traffic routes, 1,500 or more daily vehicles 1925, 1930 and 1935, Class A sections.

Medium traffic routes, 600 to 1,500 daily vehicles 1925 and 1930, Class B sections.

Minor traffic routes, over 600 motor vehicles in 1935 and less than 600 in 1925 and 1930, Class C sections.

<sup>2</sup> Sections of highway where the daily volume of traffic during 1925 was abnormally low due to construction, detours, condition of present improvement, or routing of traffic. Traffic classification for these sections is based on estimated normal traffic.

<sup>3</sup> Estimated traffic.

<sup>4</sup> Less than one per day.

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Dayton-Xenia.....	11	13	1,908	153	.....	A	2,770	220	.....	A	3,500	280	A
Marion-Delaware.....	U.S. 23	18	1,896	101	.....	A	2,860	150	.....	A	3,700	200	A
Bowling Green-Findlay.....	U.S. 25	18	1,882	100	20	A	2,680	140	28	A	3,400	180	A
Canton-Jct. U.S. 30 & 172.....	U.S. 30	4	1,871	202	23	A	3,010	320	36	A	3,900	420	A
Cleveland-Chagrin Falls.....	U.S. 422	4	1,868	171	54	A	3,020	280	88	A	3,900	360	A
Canton-Jct. 19 & 44.....	19	7	1,835	154	24	A	2,950	250	39	A	3,800	340	A
Youngstown-Jct. 18 & 45.....	18	9	1,830	201	30	A	3,000	330	40	A	3,800	420	A
Lima-Wapakoneta.....	U.S. 25	11	1,828	125	.....	A	2,690	180	.....	A	3,500	240	A
Conneaut-Pennsylvania line.....	U.S. 20	1	1,816	98	.....	A	2,690	140	.....	A	3,400	180	A
Columbus-Shadysville.....	U.S. 23	6	1,810	129	.....	A	2,820	200	.....	A	3,600	260	A
Portsmouth-Jct. 125 <sup>2</sup> .....	U.S. 52	5	1,807	135	25	B	2,820	210	39	A	3,600	270	A
Sidney-Dayton.....	U.S. 25	35	1,800	143	18	A	2,670	210	26	A	3,400	270	A
Chagrin Falls-Parkman.....	U.S. 422	23	1,797	128	17	A	2,580	180	24	A	3,300	230	A
Newark-Jct. 16 & 47.....	16	5	1,795	155	.....	A	2,560	230	.....	A	3,300	280	A
Hudson-Jct. 91 & 36.....	91	5	1,792	207	36	A	3,130	360	63	A	4,000	460	A
Toledo-Delta.....	2	21	1,779	212	24	A	2,850	340	38	A	3,600	430	A
Cambridge-Jct. U.S. 21 & 215.....	U.S. 21	9	1,776	193	.....	A	2,580	280	.....	A	3,300	360	A
Lorain-Vermillion.....	2	8	1,762	120	.....	A	2,690	180	.....	A	3,400	230	A
Wauseon-Archbold.....	2	9	1,756	70	.....	A	2,490	100	.....	A	3,200	130	A
Cambridge-Jct. U.S. 40 & 265.....	U.S. 40	2	1,731	120	23	A	2,520	180	34	A	3,200	220	A
Hubbard-Pennsylvania line.....	19	4	1,719	139	.....	A	2,820	230	.....	A	3,600	290	A
Harrisburg-Jct. 19 & 44.....	19	3	1,717	157	.....	A	2,760	250	.....	A	3,500	320	A
Westerville-Columbus.....	3	7	1,709	122	.....	A	2,660	190	.....	A	3,400	240	A
Justus-Navarre.....	19	2	1,706	192	.....	A	2,740	310	.....	A	3,500	390	A
Lorain-Cuyahoga Co. line.....	2	9	1,701	109	.....	A	2,600	640	.....	A	3,300	820	A
Mt. Vernon-Bangs.....	3	4	1,698	104	.....	A	2,410	150	.....	A	3,100	190	A
Parkman-Warren.....	U.S. 422	15	1,695	115	21	A	2,630	180	33	A	3,400	230	A
Findlay-Lima.....	U.S. 25	26	1,665	110	.....	A	2,460	160	.....	A	3,100	200	A
Perrysburg-Bowling Green.....	U.S. 25	11	1,660	112	.....	A	2,350	160	.....	A	3,000	200	A
Milford-Jct. U.S. 50 & 131.....	U.S. 50	1	1,639	274	.....	A	2,400	400	.....	A	3,100	520	A
Galion-Jct. U.S. 30 & 61.....	61	1	1,624	106	.....	A	2,360	150	.....	A	3,000	200	A
Massillon-Jct. U.S. 30 & 94.....	U.S. 30	11	1,620	94	.....	A	2,600	150	.....	A	3,300	190	A
Zanesville-Linnville.....	U.S. 40	17	1,613	86	.....	A	2,300	120	.....	A	2,900	160	A
Lima-Jct. U.S. 30 & 69.....	U.S. 30	13	1,596	134	.....	A	2,250	190	.....	A	2,900	240	A
Canton-Jct. 8-80.....	8	11	1,590	232	70	A	2,490	360	109	A	3,200	470	A
Youngstown-Jct. 164 & 17.....	164	5	1,581	147	18	A	2,590	240	29	A	3,300	310	A
Urbana-Springfield.....	53	11	1,569	149	.....	A	2,350	220	.....	A	3,000	290	A
Cleveland-Twinsburg.....	14	6	1,540	89	16	A	2,550	150	27	A	3,300	190	A
Athens-Jct. 31 & 26 N.....	31	2	1,536	178	.....	A	2,230	260	.....	A	2,900	340	A
Ravenna-Jct. 36 & 80 <sup>2</sup> .....	36	4	1,534	142	.....	B	2,340	220	.....	A	3,000	280	A
Eaton-Newhope.....	11	5	1,529	87	.....	A	2,160	120	.....	A	2,800	160	A
St. Clairsville-Jct. U.S. 40 & 265 <sup>2</sup> .....	U.S. 40	36	1,524	120	.....	B	2,340	190	.....	A	3,000	240	A
Marietta-Jct. U.S. 21 & 37.....	U.S. 21	1	1,505	156	.....	A	2,130	220	.....	A	2,700	280	A
Delta-Wauseon.....	2	7	1,500	78	18	A	2,130	110	25	A	2,700	140	A
Cleveland-Medina.....	U.S. 42	17	1,497	139	27	A	2,370	220	43	A	3,000	280	A
Salem-Westerville.....	19	7	1,490	117	.....	A	2,190	170	.....	A	2,800	220	A
Newton Falls-Warren.....	36	8	1,490	112	.....	A	2,450	180	.....	A	3,100	230	A
Warren-Pennsylvania line.....	82	14	1,489	91	.....	A	2,440	150	.....	A	3,100	190	A
Olmsted Falls-Jct. 2 & 252.....	252	1	1,446	221	29	B	2,340	360	.....	B	3,000	460	A
Lucasville-Portsmouth.....	U.S. 23	10	1,442	122	.....	B	2,250	190	.....	A	2,900	250	A
Wakeman-Norwalk <sup>2</sup> .....	U.S. 20	11	1,413	105	15	A	2,000	150	21	A	2,600	190	A
Newhope-Indiana line.....	11	6	1,412	82	.....	B	2,000	120	.....	A	2,600	150	A
Jct. 263 & 183-Jct. 246 & 183 <sup>2</sup> .....	183	1	1,410	228	.....	C	2,260	360	.....	B	2,900	460	B
Warren-Cortland.....	36	6	1,404	92	.....	B	2,300	150	.....	A	3,000	200	A
Jct. U.S. 30 & 60-Jct. 5, 6 & U.S. 30.....	U.S. 30	12	1,404	77	.....	B	2,060	110	.....	A	2,600	140	A
Cambridge-Zanesville <sup>2</sup> .....	U.S. 40	21	1,391	92	.....	A	2,000	130	.....	A	2,600	170	A
Jct. 19 & 6-Jct. U.S. 21 & 6.....	6	6	1,388	163	.....	B	2,060	240	.....	A	2,600	310	A
Youngstown-Pennsylvania line.....	U.S. 422	5	1,378	102	.....	B	2,260	170	.....	A	2,900	210	A
Ravenna-Jct. 18 & 44.....	44	3	1,376	200	.....	B	2,100	300	.....	A	2,700	390	A
Ashtabula-Jefferson <sup>2</sup> .....	46	8	1,362	124	.....	B	2,020	180	.....	B	2,600	240	A
West Jefferson-Harmony.....	U.S. 40	21	1,354	59	.....	B	1,970	90	.....	A	2,500	110	A
Chillicothe-Jct. 11 & 104.....	11	2	1,351	97	.....	B	1,940	140	.....	A	2,500	180	A
Huron-Sandusky.....	2	8	1,345	89	.....	B	1,940	130	.....	A	2,500	170	A
Wooster-Jct. 3 & 17.....	3	15	1,339	133	.....	B	1,970	200	.....	A	2,500	250	A
Franklin Furnace-Ironton.....	U.S. 52	12	1,336	102	.....	B	1,980	150	.....	A	2,500	190	A
Hudson-Jct. 14 & 91.....	91	4	1,323	130	22	B	2,310	230	39	A	3,000	290	A
Chauncey-Jct. 31 & 26 N.....	31	2	1,311	156	.....	B	1,900	230	.....	A	2,400	290	A
Mingo-Jct.-Steubenville.....	7	2	1,310	209	.....	B	1,990	320	.....	A	2,600	420	A
Centerburg-Westerville.....	3	18	1,308	100	.....	B	1,850	140	.....	A	2,400	180	A
Cincinnati-Jct. 3 & 126 <sup>2</sup> .....	3	3	1,298	166	.....	A	1,900	240	.....	A	2,400	310	A
Jct. 57 & 254-Jct. 2 & 254.....	254	7	1,291	102	.....	B	2,010	160	.....	A	2,600	210	A
Wooster-Jct. 94 & U.S. 30.....	U.S. 30	8	1,282	107	.....	B	1,890	160	.....	A	2,400	200	A
Youngstown-Jct. 164 & 7.....	7	9	1,261	157	20	B	1,890	230	29	A	2,400	300	A
Archbold-Bryan.....	2	14	1,252	73	.....	B	1,770	100	.....	A	2,300	140	A
Toledo-Jct. 263 & U.S. 20.....	263	5	1,242	193	28	B	1,990	310	45	A	2,500	390	A
Westville-Harrisburg <sup>2</sup> .....	173	12	1,240	124	.....	B	1,870	190	.....	A	2,400	240	A

## SURVEY OF TRANSPORTATION

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925			Highway classification <sup>1</sup>	1930			Highway classification <sup>1</sup>	1935		
			Average daily motor vehicles	Average daily motor trucks			Average daily motor vehicles	Average daily motor trucks			Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Kent-Jct. 18 & 261 <sup>3</sup>	261	4	1,240	124	.....	B	1,870	190	.....	A	2,400	240	A
Jct. U. S. 127 & 183-Jct. 263 & 183 <sup>3</sup>	183	1	1,240	124	.....	B	1,870	190	.....	A	2,400	240	A
Portsmouth-4 miles north of Portsmouth	139	4	1,240	78	.....	B	1,940	120	.....	A	2,500	160	A
Loudonville-Jct. 3 & 97	3	3	1,230	70	.....	B	1,800	100	.....	A	2,300	130	A
Sylvania-Jct. U. S. 20 & 263	263	3	1,218	165	15	B	1,950	260	24	A	2,500	340	A
Fostoria-Arcadia <sup>2</sup>	12	6	1,213	134	.....	B	1,730	190	.....	B	2,200	240	A
Logan-Haydensville	31	5	1,213	86	.....	B	1,720	120	.....	A	2,200	160	A
Marysville-Jct. 31 & 161 <sup>2</sup>	31	13	1,210	111	.....	B	1,810	170	.....	B	2,300	210	B
Uhrichsville-Newcomerstown	16	17	1,209	143	.....	B	1,800	210	.....	A	2,300	270	A
Lima-Jct. 117 & 198E	117	9	1,207	125	.....	B	1,850	190	.....	A	2,400	250	A
Canton-Waynesburg	43	11	1,206	180	20	B	1,940	290	32	A	2,500	370	A
Kenton-Jct. U. S. 30 & 195	U.S. 30	9	1,203	56	.....	B	1,700	80	.....	A	2,200	100	A
Lancaster-Sugar Grove	31	6	1,200	75	.....	B	1,730	110	.....	A	2,200	140	A
Doylestown-Wooster	36	17	1,197	95	.....	B	1,760	140	.....	A	2,300	170	A
Dayton-Jct. U. S. 40 & 51	51	11	1,197	71	.....	B	1,870	110	.....	A	2,400	140	A
Utica-Newark	13	11	1,189	88	.....	B	1,700	130	.....	A	2,200	160	A
Greenville-Jct. 9 & 51	9	2	1,189	86	.....	B	1,680	120	.....	A	2,200	150	A
Cleveland-Aurora	43	15	1,185	108	16	B	1,920	170	25	A	2,500	220	A
Columbus-Jct. 16 & 47	16	22	1,185	97	.....	B	1,770	140	.....	A	2,300	180	A
Linnville-Hebron	U.S. 40	8	1,182	50	.....	B	1,690	70	.....	A	2,200	90	A
Ravenna-Edinburg	14	6	1,171	113	.....	B	1,780	170	.....	A	2,300	220	A
Hamilton-Sevenmile	9	5	1,164	92	.....	B	1,800	140	.....	A	2,300	180	A
Inland-Massillon	241	8	1,163	370	15	B	1,930	610	25	A	2,500	800	A
Cincinnati-Jct. U. S. 52 & 128	U.S. 52	7	1,163	150	17	B	1,700	220	25	A	2,200	280	A
Medina-Jct. 18 & 253	18	3	1,162	115	.....	B	1,720	170	.....	A	2,200	220	A
Shelby-Mansfield	18-57	10	1,159	116	.....	B	1,750	180	.....	A	2,200	220	A
Mansfield-Jct. U. S. 30 & 61	U.S. 30	12	1,153	53	.....	B	1,720	80	.....	A	2,200	100	A
Cleveland-Painesville	175	14	1,145	88	.....	B	1,780	140	.....	A	2,300	180	A
Dayton-Jct. U. S. 40 & 48	48	7	1,142	110	.....	B	1,780	170	.....	A	2,300	220	A
St. Mary's-Moulton	32	4	1,139	74	.....	B	1,620	110	.....	A	2,100	140	A
Sandusky-Jct. 101 & 34	101	8	1,134	150	.....	B	1,640	220	.....	A	2,100	280	A
Chillicothe-Jct. U. S. 23 & 159	U.S. 23	4	1,132	69	.....	B	1,620	100	.....	A	2,100	130	A
Lima-Westminster	117	6	1,132	67	.....	B	1,730	100	.....	A	2,200	130	A
Columbus-Canal Winchester	31	9	1,129	130	.....	B	1,730	200	.....	A	2,200	250	A
Crooksville-Jct. 10 & 75	75	7	1,127	68	.....	B	1,600	100	.....	A	2,100	130	A
Coshocton-Jct. 16 & 234	16	4	1,124	92	.....	B	1,590	130	.....	A	2,000	160	A
Dayton-Fairfield	4	8	1,121	108	.....	B	1,750	170	.....	A	2,200	210	A
Akron-Jct. 18 & 43	18	6	1,100	91	.....	B	1,760	150	.....	A	2,300	190	A
Kent-Jct. 18 & 43 <sup>2</sup>	43	3	1,096	117	.....	A	1,670	180	.....	A	2,100	220	A
Wilmington-Clarksville <sup>2</sup>	3	7	1,092	170	.....	B	1,550	240	.....	B	2,000	310	A
Loudonville-Jct. U. S. 30 & 60	60	10	1,092	46	.....	B	1,600	70	.....	A	2,000	80	A
Summit Co. Line-Jct. U. S. 21 & 18 <sup>2</sup>	U.S. 21	11	1,088	76	.....	B	1,810	130	.....	B	2,300	160	B
Mansfield-Lexington	42	5	1,086	126	.....	B	1,640	190	.....	A	2,100	240	A
Jct. 164 & 17-Jct. 7 & 164	164	7	1,082	139	17	B	1,780	230	28	A	2,300	300	A
Democracy-Mt. Vernon	3	8	1,080	88	.....	B	1,530	50	.....	A	2,000	70	A
Montpelier-Jct. 9 & 107	107	2	1,077	92	.....	B	1,530	130	.....	A	2,000	170	A
Newark-Jct. 16 & 207	16	4	1,058	126	.....	B	1,510	180	.....	A	1,900	230	A
Athens-Jct. 31 & U. S. 50	U.S. 50-31	1	1,057	105	.....	B	1,540	150	.....	A	2,000	200	A
Hebron-Reynoldsburg <sup>2</sup>	U.S. 40	15	1,055	53	.....	A	1,510	80	.....	A	1,900	100	A
Cleves-Indiana line	U.S. 50	4	1,052	144	.....	B	1,540	210	.....	A	2,000	270	A
Washington, C. H.-Jct. 3 & 238	3	4	1,051	55	.....	B	1,490	80	.....	A	1,900	100	A
Bellefontaine-Huntsville	32	6	1,044	79	.....	B	1,480	110	.....	B	1,900	140	A
Salem-E. Palestine	14	17	1,040	108	.....	B	1,600	170	.....	A	2,000	210	A
Elyria-Grafton	57	6	1,036	84	.....	B	1,580	130	.....	A	2,000	160	A
Cincinnati-Hamilton <sup>2</sup>	9	9	1,029	170	29	A	1,510	250	43	A	1,900	310	A
Haydensville-Chauncey	31	14	1,026	165	.....	B	1,490	240	.....	B	1,900	310	A
Dover-Jct. 8-80	8	11	1,025	109	28	B	1,530	160	41	A	2,000	210	A
Maumee-Waterville	U.S. 24	4	1,002	118	.....	B	1,600	190	.....	A	2,100	250	A
Indiana line-Jct. U. S. 27 & 130	U.S. 27	10	1,001	88	.....	B	1,550	140	.....	A	2,000	180	A
Dennison-Jct. 6 & 151	6	5	990	122	.....	B	1,460	180	.....	B	1,900	230	A
Findlay-Carey	15	15	986	54	.....	B	1,410	80	.....	B	1,800	100	A
Canfield-Jct. 19 & 46	19	1	983	108	18	B	1,610	180	30	A	2,100	230	A
Duncan Falls-Zanesville	77	7	980	186	16	B	1,400	260	22	B	1,800	340	A
Plymouth-Shelby	61	7	978	74	.....	B	1,480	110	.....	B	1,900	140	A
Waynesburg-Malvern	43	4	977	99	.....	B	1,390	140	.....	B	1,800	180	A
Hamilton-Jct. 129 & U. S. 27	129	4	972	74	.....	B	1,500	110	.....	A	1,900	140	A
Jct. U. S. 27-129-Jct. U. S. 27 & 130	U.S. 27	4	972	74	.....	B	1,500	110	.....	A	1,900	140	A
Oberlin-Jct. 18 & 58	58	7	972	65	.....	B	1,480	100	.....	B	1,900	130	A
Barberton-Jct. 17 & 80	17	19	972	61	.....	B	1,480	90	.....	B	1,900	120	A
Shaderville-Circleville	U.S. 23	15	970	68	.....	B	1,380	100	.....	B	1,800	130	A
Steubenville-Jct. 43 & U. S. 22	U.S. 22-43	4	968	119	.....	B	1,470	180	.....	B	1,900	230	A
Dunkirk-Kenton	31	9	966	110	.....	B	1,370	160	.....	B	1,700	190	A
Vermillion-Huron	2	10	965	55	.....	B	1,390	80	.....	B	1,800	100	A
Akron-Jct. 93 & 236	93	8	962	88	.....	B	1,680	150	.....	A	2,200	200	A
Defiance-Jct. 18 & 15	18	2	961	110	.....	B	1,360	160	.....	B	1,700	200	A
Massillon-Jct. U. S. 21 & 236	U.S. 21	2	958	130	.....	B	1,540	210	.....	A	2,000	270	A
Woodville-Jct. U. S. 20 & 102	U.S. 20	4	958	89	.....	B	1,390	130	.....	B	1,800	170	A

## STATE HIGHWAY SYSTEM OF OHIO

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(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Anna-Sidney.....	U.S. 25	7	958	57	.....	B	1,390	80	.....	B	1,800	110	A
Bucyrus-Jct. 4 & U.S. 23.....	4	14	948	67	.....	B	1,420	100	.....	B	1,800	130	A
Germantown-Jct. 4 & 73.....	4	8	947	144	.....	B	1,460	220	.....	B	1,900	290	A
Arcadia-Findlay.....	12	7	947	111	.....	B	1,350	160	.....	B	1,700	200	A
Lima-Delphos.....	U.S. 30	13	946	66	.....	B	1,500	100	.....	A	1,800	130	A
Canal Fulton-Jct. U.S. 21 & 236.....	U.S. 21	5	943	136	.....	B	1,450	220	.....	B	1,900	270	A
Lucas-Jct. 39 & U.S. 30.....	39	4	941	106	12	B	1,420	160	18	B	1,800	200	B
Newark-Jacksontown.....	13	6	940	82	.....	B	1,340	120	.....	B	1,700	150	A
Chillicothe-Jct. 11 & U.S. 50.....	U.S. 50-11	4	939	68	.....	B	1,350	100	.....	B	1,700	120	A
Madison-Jct. 85 <sup>2</sup> .....	84	27	938	77	.....	A	1,450	120	.....	A	1,800	150	A
Bellaire-Jct. U.S. 40 & 214.....	214	7	936	74	.....	B	1,380	110	.....	B	1,800	140	A
Sabina-Wilmington.....	3	10	932	91	.....	B	1,320	130	.....	B	1,700	170	A
Rainsboro-Hillsboro.....	U.S. 50	9	932	75	.....	B	1,320	110	.....	B	1,700	140	A
Jct. 16-234-Jct. 16 & 75 S.....	16	3	930	49	.....	B	1,310	70	.....	B	1,700	90	A
Toledo-Michigan line.....	U.S. 23-	2	928	107	.....	B	1,490	170	.....	B	1,900	220	A
Waverly-Piketon.....	U.S. 24	5	928	72	.....	B	1,320	100	.....	B	1,700	130	A
Columbus-Jct. 31 & 257.....	31	7	925	76	.....	B	1,440	120	.....	B	1,800	150	A
Gratis-Middletown.....	122	12	922	126	.....	B	1,420	190	.....	B	1,800	250	A
Youngstown-Pennsylvania line.....	18	3	921	102	.....	B	1,510	170	.....	A	1,900	210	A
Galion-Jct. U.S. 30 & 61.....	U.S. 30-61	3	915	55	.....	B	1,290	80	.....	B	1,700	100	A
Bryan-Jct. 9 & 107.....	9	8	911	79	.....	B	1,290	110	.....	B	1,700	150	A
Zanesville-Dresden.....	77	14	906	46	.....	B	1,290	70	.....	B	1,700	90	A
Logan-Jct. 31 & 180.....	31	5	905	76	.....	B	1,280	110	.....	B	1,600	130	A
Cadiz-Harrisville.....	6	10	904	48	.....	B	1,300	70	.....	B	1,700	90	A
Yorkville-Bridgeport.....	7	3	901	58	.....	B	1,380	90	.....	B	1,800	120	A
Marion-Jct. U.S. 30 & 47.....	U.S. 30	14	895	41	.....	B	1,380	60	.....	B	1,800	80	A
Van Wert-Rockford <sup>2</sup> .....	118	11	894	67	.....	B	1,270	100	.....	B	1,600	120	B
West Alexandria-Eaton.....	11	5	890	67	.....	B	1,260	100	.....	B	1,600	120	A
Dayton-Germantown.....	4	11	887	72	.....	B	1,380	110	.....	B	1,800	150	A
Orrville-Jct. U.S. 30 & 94.....	94	2	883	98	.....	B	1,150	130	.....	B	1,500	170	A
Marietta-Reno.....	7	3	883	79	.....	B	1,180	110	.....	B	1,500	130	A
Little Sandusky-Jct. 4 & U.S. 23.....	U.S. 23	10	880	57	.....	B	1,360	90	.....	B	1,700	110	A
Delphos-Van Wert.....	U.S. 30	12	878	54	.....	B	1,240	80	.....	B	1,600	100	A
Jct. 18 & 44-Jct. 17 & 44.....	44	5	870	82	.....	B	1,320	120	.....	B	1,700	160	A
Newtown-Batavia.....	74	10	869	117	.....	B	1,270	170	.....	B	1,600	220	A
Port Clinton-Oak Harbor.....	163	10	868	120	.....	B	1,230	170	.....	B	1,600	220	A
Galion-Bucyrus.....	62	9	867	56	.....	B	1,260	80	.....	B	1,600	100	A
Elyria-Jct. 59 & 60.....	59	11	863	127	.....	B	1,320	190	.....	B	1,700	250	A
Lisbon-East Liverpool.....	U.S. 30	12	860	98	.....	B	1,260	140	.....	B	1,600	180	A
Jct. U.S. 30 & 195-Jct. U.S. 30 & 69.....	U.S. 30	2	852	58	.....	B	1,200	80	.....	B	1,500	100	A
Jct. 73 & 112-Jct. 73 & 239.....	73	4	852	56	.....	B	1,330	90	.....	B	1,700	110	A
Jct. U. S. 40 & 35-Jct. 35 & 149.....	35	8	851	68	.....	B	1,300	100	.....	B	1,700	140	A
Coshocton-Jct. 16 & 77.....	16	13	849	73	.....	B	1,200	100	.....	B	1,450	130	B
Maumee-Jct. 246 & 183.....	183	4	845	34	.....	B	1,350	50	.....	B	1,700	70	A
Chillicothe-Waverly.....	U.S. 23	12	843	54	.....	B	1,210	80	.....	B	1,500	100	A
Smithfield-Mingo Junction.....	151	9	830	85	.....	B	1,260	130	.....	B	1,600	160	A
Cedarville-Xenia.....	U.S. 42	8	829	74	.....	B	1,200	110	.....	B	1,500	130	A
St. Marys-Celina.....	32	9	829	67	.....	B	1,180	100	.....	B	1,500	120	A
Findlay-Jct. 31 & 103.....	31	8	828	63	.....	B	1,180	90	.....	B	1,500	110	A
Greenville-Jct. 9 & 68.....	9	8	828	52	.....	B	1,170	70	.....	B	1,500	90	A
Jacksonville-Chauncey.....	13	6	824	195	.....	B	1,200	280	.....	B	1,500	350	A
Salem-Lisbon.....	45	8	822	73	.....	B	1,210	110	.....	B	1,500	130	A
Barberton-Western Star.....	17	4	820	115	.....	B	1,520	210	.....	A	1,900	270	A
Mt. Vernon-Utica.....	13	11	818	62	.....	B	1,170	90	.....	B	1,500	110	A
Bucyrus-Jct. 17 & 4.....	4	17	815	79	.....	B	1,180	110	.....	B	1,500	150	A
Niles-Jct. 19 & 46.....	46	8	808	114	.....	B	1,330	190	.....	B	1,700	240	A
Marion-Jct. U.S. 30 & 98.....	U.S. 30	4	808	66	.....	B	1,250	100	.....	B	1,600	130	A
New Lexington-Jct. 37 & 75 <sup>2</sup> .....	13-37-75	5	807	58	.....	B	1,150	80	.....	B	1,400	100	A
Ashland-Rowsbury.....	5-6	7	807	53	.....	B	1,190	80	.....	B	1,500	100	A
Lancaster-Jct. 37 & 10.....	37-10	3	794	69	.....	B	1,140	100	.....	B	1,450	130	B
Williamsport-Circleville.....	10	11	794	62	.....	B	1,120	90	.....	B	1,400	110	B
Jct. 18 & 80-Jct. 18 & 45.....	18	15	793	73	17	B	1,270	120	28	B	1,600	150	A
Caldwell-Jct. U.S. 21 & 146.....	U.S. 21	13	793	39	.....	B	1,140	60	.....	B	1,450	70	B
Dayton-Centerville.....	48	7	788	119	.....	B	1,230	200	.....	B	1,600	260	A
Lodi-Ashland.....	U.S. 42	17	786	41	.....	B	1,150	60	.....	B	1,500	80	A
Delaware to 3 mi. north of Delaware <sup>2</sup> .....	U.S. 42	3	779	85	.....	B	1,100	120	.....	B	1,400	150	A
Jct. U. S. 21 & 17-Jct. U.S. 21 & 93.....	U.S. 21	12	774	66	.....	B	1,350	120	.....	B	1,700	150	A
Piketon-Lucasville.....	U.S. 23	14	772	72	.....	B	1,170	110	.....	B	1,500	140	A
Norwalk-Jct. 13 & 61.....	13-61	3	769	76	.....	B	1,110	110	.....	B	1,400	140	B
Clyde, Jct. 101 & 34.....	101	7	768	76	.....	B	1,110	110	.....	B	1,400	140	B
Jct. U.S. 322 & 45-Jct. U.S. 322 & 46.....	U.S. 322	9	764	160	.....	B	1,130	220	.....	B	1,400	290	B
Andersonville-Jct. 11 & 104 <sup>2</sup> .....	104	4	762	54	.....	B	1,090	80	.....	B	1,400	100	A
Dover-Jct. 39 & 234.....	39	7	759	128	.....	B	1,130	190	.....	B	1,400	240	B
Gallipolis-Pomeroy.....	7	15	758	89	.....	B	1,070	130	.....	B	1,400	160	B
Springfield-Xenia.....	53	14	756	62	.....	B	1,120	90	.....	B	1,400	120	B
Staubenville-Yellow Creek.....	7	13	755	150	.....	B	1,150	230	.....	B	1,450	300	B

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Jct. 257 & 161-Jct. 31 & 161.....	31-161	3	754	78	.....	B	1,130	120	.....	B	1,400	150	B
Jct. 126 & 128-Indiana line.....	126	7	754	76	.....	B	1,110	110	.....	B	1,400	140	B
Tiffin-Jct. 17 & 18.....	17-18	2	754	73	.....	B	1,080	100	.....	B	1,400	140	B
Xenia-Jamestown.....	11	10	750	51	.....	B	1,090	70	.....	B	1,400	100	B
Van Wert-Indiana line.....	U.S. 30	14	748	32	.....	B	1,060	40	.....	B	1,400	60	B
Marblehead-Port Clinton.....	2-163	11	745	79	.....	B	1,060	110	.....	B	1,400	150	B
Lebanon-Sharonville.....	U.S. 42	15	745	71	.....	B	1,080	100	.....	B	1,400	130	B
Hooker-Lancaster.....	31	3	741	119	.....	B	1,070	170	.....	B	1,400	220	B
Crooksville-Jct. 37 & 75.....	75	5	741	82	.....	B	1,060	120	.....	B	1,400	150	B
Cincinnati-Ross.....	U.S. 27-126	10	740	133	.....	B	1,090	200	.....	B	1,400	250	B
Mt. Gilead-3m. N. of Delaware <sup>2</sup> .....	U.S. 42	19	740	55	.....	B	1,310	100	.....	B	1,700	130	B
Ironton-Jct. 75 & 141.....	75	2	739	95	.....	B	1,050	140	.....	B	1,300	170	B
Sugar Grove-Jct. 31 & 180.....	31	6	729	61	.....	B	1,040	90	.....	B	1,300	110	B
Greenville-Jct. 29 & 71 <sup>3</sup> .....	29	1	728	49	.....	B	1,030	70	.....	B	1,300	90	A
Covington-Jct. 29 & 71.....	29	13	728	49	.....	B	1,030	70	.....	B	1,300	90	B
Minerva-Jct. 43 & 80.....	80	4	726	82	.....	B	1,030	120	.....	B	1,300	150	B
Malvern-Carrollton.....	43	10	725	67	.....	B	1,030	100	.....	B	1,300	120	B
Lima-Jct. 33 & 115.....	33	3	723	41	16	B	1,100	60	24	B	1,400	80	B
Crown City-Eureka.....	7	10	722	126	.....	B	1,02	180	.....	B	1,300	230	B
Portsmouth-Scioto Furnace.....	140	8	722	77	.....	B	1,130	120	.....	B	1,400	150	B
Newton Falls-Jct. 36 & 80.....	36	9	721	62	.....	B	1,100	100	.....	B	1,400	120	B
Kent-Jct. 14 & 43.....	43	5	720	128	21	B	1,100	200	33	B	1,400	250	B
Minerva-Jct. U.S. 30 & 172.....	U.S. 30	9	720	70	.....	B	1,160	110	.....	B	1,450	150	B
Dresden-Jct. 16 & 77.....	77	2	719	88	.....	B	1,020	130	.....	B	1,300	160	B
Greenville-Jct. 121 & 200.....	121	3	719	65	.....	B	1,020	90	.....	B	1,300	120	B
Michigan line-Jct. 2 & 66.....	66	12	718	60	.....	B	1,020	80	.....	B	1,300	110	B
Bryan-Jct. 9 & 15.....	15	2	718	52	.....	B	1,020	70	.....	B	1,300	90	B
Hillsboro-Allensburg.....	U.S. 50	8	718	44	.....	B	1,020	60	.....	B	1,300	80	B
Somersett-New Lexington.....	13	8	716	65	.....	B	1,020	90	.....	B	1,300	120	B
Urbana-West Liberty.....	53	10	715	63	.....	B	1,010	90	.....	B	1,300	110	B
Barnesville-Jct. U.S. 40 & 8.....	8	5	713	102	.....	B	1,090	160	.....	B	1,400	200	B
Celina-Indiana line.....	32	11	712	41	.....	B	1,010	60	.....	B	1,300	80	B
Jct. U. S. 40 & 51-Jct. 9 & 51.....	51	21	708	58	.....	B	1,140	90	.....	B	1,450	120	B
Georgetown-Russellville.....	125	7	705	52	.....	B	1,000	70	.....	B	1,300	100	B
Ashland-Savannah.....	60-6	6	702	38	.....	B	1,030	50	.....	B	1,300	7	B
Milford-Madisonville.....	U.S. 50	3	700	187	.....	B	1,030	270	.....	B	1,300	350	B
Newark-Jct. 79 & 207 <sup>2</sup> .....	79	17	696	84	.....	C	1,000	120	.....	C	1,300	160	C
Lancaster-Amanda.....	10	8	695	47	.....	B	1,000	70	.....	B	1,300	90	B
Norwalk-Fitchville.....	13-6	11	693	50	.....	B	980	70	.....	B	1,300	90	B
Findlay-Jct. 15, 17 & 186.....	15-17	5	690	52	.....	B	980	70	.....	B	1,300	100	B
Salem-Canfield.....	19	7	687	66	.....	B	1,130	110	.....	B	1,400	130	B
Crestline-Jct. U.S. 30 & 61 N.....	61	2	687	54	.....	B	1,000	80	.....	B	1,300	100	B
West Jefferson-London.....	142	10	685	46	.....	B	970	60	.....	B	1,200	80	B
Bryan-Indiana line <sup>2</sup> .....	2	13	684	38	.....	B	970	50	.....	B	1,200	70	A
Fremont-Bettsville.....	12	10	683	54	.....	B	980	80	.....	B	1,300	100	B
Madisonville-Cincinnati <sup>3</sup> .....	U.S. 50	2	682	68	.....	B	1,030	100	.....	B	1,300	130	B
Brighton-Jct. 18 & 253.....	18	19	681	57	.....	B	1,040	40	.....	B	1,300	110	B
Grove City-Mt. Sterling.....	3	14	678	40	.....	B	960	60	.....	B	1,200	70	B
Bucyrus-Jct. U.S. 30 & 98 <sup>2</sup> .....	98	13	675	60	.....	C	1,020	90	.....	C	1,300	120	C
Ada-Jct. U.S. 30 & 69.....	69	2	673	47	.....	B	950	70	.....	B	1,200	80	B
Warren-Bristolville.....	45	10	667	41	.....	B	1,100	70	.....	B	1,400	90	B
Carey-Upper Sandusky.....	U.S. 23	10	667	30	.....	B	940	40	.....	B	1,200	50	B
Jct. 18 & 58-Jct. 17 & 58.....	58	9	665	62	.....	B	970	90	.....	B	1,200	110	B
Springfield-Lisbon.....	70	7	663	50	.....	B	1,020	80	.....	B	1,300	100	B
Canfield-Pennsylvania line.....	17	12	661	63	17	B	1,080	100	27	B	1,400	130	B
Jackson-Oak Hill.....	75	11	660	80	.....	B	940	110	.....	B	1,200	150	B
Jct. 18, 20 & 4-Jct. 17 & 4.....	4	14	660	78	.....	B	940	110	.....	B	1,200	140	B
Jct. U.S. 30 & 39-Hayesville <sup>2</sup> .....	U.S. 30	12	660	68	6	B	990	100	.....	A	1,200	130	A
Fremont-Port Clinton.....	53	15	658	52	.....	B	940	80	.....	B	1,200	100	B
Mansfield-Jct. 13 & 178.....	13	6	658	42	.....	B	1,000	60	.....	B	1,300	80	B
Hicksville-Jct. Co. Rd. to Mark Center.....	18	6	657	36	.....	B	930	50	.....	B	1,200	70	B
Jct. 9 & 120-Jct. 9 & 68.....	9	3	655	85	.....	B	930	120	.....	B	1,200	160	B
Lexington-Bellville.....	97	6	655	64	.....	B	990	100	.....	B	1,300	130	B
Jct. U.S. 22 & 152-Jct. 43 & U.S. 22.....	U.S. 22	5	651	75	.....	B	990	110	.....	B	1,300	150	B
Youngstown-Pennsylvania line.....	90	12	651	71	.....	B	1,070	120	.....	B	1,400	150	B
Chillicothe-Jct. U.S. 50 & 27.....	U.S. 50	5	649	34	.....	B	930	50	.....	B	1,200	60	B
Harrisville-Bridgeport <sup>2</sup> .....	6	12	647	69	.....	B	990	110	.....	B	1,300	140	A
Oak Hill-Jct. 75 & 140.....	75	3	644	81	.....	B	910	110	.....	B	1,200	150	B
Rockford-Jct. 9 & 54.....	54	4	641	92	.....	B	1,040	150	.....	B	1,300	190	B
Bucyrus-Jct. 5 & 182.....	5	2	640	45	.....	B	930	70	.....	B	1,200	80	B
Minerva-Alliance.....	80	12	639	84	.....	B	1,030	140	.....	B	1,300	170	B
Lower Salem-Caldwell.....	U.S. 21	19	638	53	.....	B	900	80	.....	B	1,200	100	B
Greenville-Indiana line.....	29	11	638	46	.....	B	900	60	.....	B	1,200	90	B
Wauseon-Napoleon.....	33	9	637	59	.....	B	870	80	.....	B	1,100	100	B
Fremont-Tiffin.....	53	16	634	59	.....	B	910	80	.....	B	1,200	110	B
Canfield-Jct. 17 & 80.....	17	20	632	65	.....	B	1,000	110	.....	B	1,300	130	B
Hillsboro-Marshall.....	124	7	632	50	.....	B	900	70	.....	B	1,100	90	B

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Oak Harbor-Jct. 102 & 163.....	163	9	629	107	.....	B	890	150	.....	B	1,100	190	B
Ironton-Proctorville.....	U.S. 52-7	16	629	81	.....	B	890	110	.....	B	1,100	140	B
Perrysburg-Woodville.....	U.S. 20	14	629	46	.....	B	890	60	.....	B	1,100	80	B
Celina-Jct. 9 & 54.....	9	6	629	34	.....	B	890	50	.....	B	1,100	60	B
Cincinnati-Jct. 125 & 132.....	125	12	628	78	.....	B	890	110	.....	B	1,100	140	B
Conneaut-Jct. 7 & 83.....	7	8	627	105	.....	B	930	160	.....	B	1,200	200	B
Urbana-Jct. 29 & 69.....	29	11	625	27	.....	B	880	40	.....	B	1,100	50	B
McGaw-Jct. U.S. 52 & 25.....	U.S. 52	10	624	74	.....	B	990	120	.....	B	1,300	150	B
Albany-Jct. 31 & U.S. 50.....	U.S. 50	8	624	67	.....	B	910	100	.....	B	1,200	130	B
Cambridge-Newcomerstown.....	U.S. 21	23	621	58	.....	B	920	90	.....	B	1,200	110	B
Berlin-Jackson.....	124	5	621	48	.....	B	880	70	.....	B	1,100	80	B
Lower Salem-Jct. U.S. 21 & 37 <sup>2</sup> .....	U.S. 21	10	616	64	.....	B	870	90	.....	B	1,100	110	A
Louisville-Jct. 19 & 44.....	44	3	616	46	.....	B	990	70	.....	B	1,300	100	B
Hubbard-Jct. 7 & 82.....	7	4	611	55	.....	B	1,000	90	.....	B	1,300	120	B
Cortland-Niles.....	46	9	610	53	.....	B	1,000	90	.....	B	1,300	110	B
Jct. 17 & 13-Jct. 17 & 100.....	17	34	609	79	.....	B	870	110	.....	B	1,100	140	B
Jct. 161-Jct. U. S. 42 <sup>2</sup> .....	257	11	609	58	.....	C	950	90	.....	B	1,200	110	B
Cleveland-Jct. U.S. 21 & 176.....	176	10	607	101	24	B	980	170	40	B	1,300	220	B
Cincinnati-Cleves <sup>2</sup> .....	264	8	606	58	.....	B	890	80	.....	A	1,100	110	A
Bryan-Farmer.....	108	7	604	28	.....	B	860	40	.....	B	1,100	50	B
Medina-Jct. 3 & 17.....	3	7	599	70	.....	C	890	100	.....	B	1,100	130	B
Sardinia-Winchester <sup>2</sup> .....	74	8	599	58	.....	C	850	80	.....	C	1,100	110	C
Circleville-Jct. U.S. 23 & 159 <sup>2</sup> .....	U.S. 23	14	599	33	.....	B	850	50	.....	B	1,100	60	A
Olmssted Falls-Jct. 82 & 252 <sup>2</sup> .....	252	1	597	90	.....	B	970	150	.....	B	1,200	190	B
London-Sedalia.....	38	10	592	49	.....	C	840	70	.....	B	1,100	90	B
Geneva-Jct. 45 & 84.....	45	3	590	74	.....	C	870	110	.....	B	1,100	140	B
Painesville-Jct. 86 & 166.....	86	10	582	76	.....	C	900	120	.....	B	1,200	160	B
Jct. 112 & 240-Jct. 112 & 73.....	112	5	582	42	.....	C	910	70	.....	B	1,200	90	B
Aurora-Jct. 14 & 43.....	43	5	579	66	15	C	880	100	23	B	1,100	130	B
Jct. 43 & 35-Jct. 43 & U.S. 22 <sup>2</sup> .....	43	24	578	62	.....	B	870	100	.....	B	1,100	120	B
Gallipolis-Jct. 11 & 160.....	11	3	573	66	.....	C	810	90	.....	B	1,000	120	B
Mt. Gilead-Jct. U.S. 30 & 61-S.....	61	9	573	52	.....	C	810	70	.....	B	1,000	90	B
Jct. 17 & 58-Jct. U.S. 42 & 89.....	58-89	8	573	51	.....	C	840	80	.....	B	1,100	100	B
Rowsburg-Jct. 5, 6 & U. S. 30.....	5-6	8	572	53	.....	C	840	80	.....	B	1,100	100	B
Reno-Newport.....	7	11	563	56	.....	C	800	80	.....	B	1,000	100	B
Van Wert-Jct. 9 & 114.....	9	11	563	40	.....	C	800	60	.....	B	1,000	70	B
West Milton-Tipppecanoe City.....	71	8	561	40	.....	C	820	60	.....	B	1,000	70	B
Mansfield-Bellville.....	13	7	554	36	.....	C	840	60	.....	B	1,100	70	B
Johnstown-Jct. 161 & 19 <sup>2</sup> .....	19	7	550	100	.....	C	860	160	.....	C	1,100	200	C
Milford-Jct. 3 & 126.....	126	6	548	112	.....	C	800	160	.....	B	1,000	200	B
Sandusky-Jct. 18 & 20.....	4	12	548	51	.....	C	780	70	.....	B	1,000	90	B
Ravenna-Jct. 82 & 44.....	44	9	544	54	.....	C	830	80	.....	B	1,100	110	B
Orrville-Jct. 3 & 6 & 94.....	94	5	543	61	.....	C	800	90	.....	B	1,000	110	B
Youngstown-Jct. 19 & 46.....	19	5	543	60	.....	C	900	100	.....	B	1,200	120	B
Huntsville-Jct. 32 & 196.....	32	13	541	78	.....	C	750	110	.....	B	1,000	140	B
Jct. 7 & 88-Jct. 7 & 82.....	7	11	541	72	.....	C	890	120	.....	B	1,100	150	B
Salineville-Westville.....	39	11	538	57	.....	C	790	80	.....	B	1,000	110	B
Democracy-Jct. 3 & 97.....	3	11	534	20	.....	C	760	30	.....	B	1,000	40	B
Bangs-Centerburg.....	3	9	529	29	.....	C	750	40	.....	B	1,000	50	B
Proctorville-Athalia.....	7	9	526	86	.....	C	740	120	.....	B	1,000	160	B
West Millgrove-Fostoria.....	U.S. 23	6	526	60	.....	C	740	80	.....	B	1,000	110	B
Kitts Hill-Jct. 75 & 141.....	141	4	525	73	.....	C	740	100	.....	B	1,000	130	B
Michigan line-Jct. 9 & 107.....	9	8	520	74	.....	C	740	110	.....	B	1,000	140	B
Jct. U. S. 30 & 93-Jct. 19 & 93.....	93	7	518	50	.....	C	830	80	.....	B	1,100	110	B
Napoleon-Ottawa.....	33-15	25	518	42	.....	C	740	60	.....	B	900	80	B
Bristolville-Orwell <sup>2</sup> .....	45	10	516	69	.....	B	810	110	.....	B	1,000	130	B
Wapakoneta-Anna.....	U.S. 25	11	516	36	.....	C	730	50	.....	B	900	60	B
Painesville-Chardon.....	44	9	516	34	.....	C	800	50	.....	B	1,000	70	B
Medina-Jct. 18 & U.S. 21.....	18	11	514	63	.....	C	760	90	.....	B	1,000	120	B
St. Marys-Minster.....	66	9	512	86	.....	C	730	120	.....	B	900	160	B
New Philadelphia-Stone Creek.....	U.S. 21	9	512	66	.....	C	760	100	.....	B	1,000	130	B
Cortland-Jct. 36 & 7 N.....	36	7	512	57	.....	C	840	90	.....	B	1,100	120	B
Beverly-Jct. U. S. 21 & 37.....	37	18	512	49	.....	C	720	70	.....	B	900	90	B
Hicksville-Antwerp <sup>2</sup> .....	49	7	508	40	.....	B	720	60	.....	B	900	70	B
Wapakoneta-Moulton <sup>2</sup> .....	32	5	506	60	.....	B	720	80	.....	A	900	110	A
Lebanon-Jct. 48 & 73.....	48	9	506	26	.....	C	730	40	.....	B	900	50	B
Jct. U.S. 322 & 174-Windsor.....	U.S. 322	23	505	74	18	C	730	110	27	B	900	140	B
Sandusky-Sandusky Co. line.....	12	5	505	74	.....	C	730	100	.....	B	900	140	B
Washington C. H.-Jct. 11 & 104.....	11	27	503	50	.....	C	720	70	.....	B	900	90	B
Greenfield-Jct. U.S. 50 & 28.....	28	17	499	62	.....	C	720	90	.....	B	900	110	B
Wooster-Wilnot.....	6	18	498	38	.....	C	730	60	.....	B	900	70	B
Newcomerstown-Stone Creek <sup>2</sup> .....	U.S. 21	8	496	50	.....	C	750	80	.....	B	1,000	100	B
Proctorsville-Jct. 7 & 243 <sup>2</sup> .....	243	3	496	50	.....	C	750	80	.....	B	1,000	100	B
Newport-Jct. 7 & 244 <sup>2</sup> .....	244	2	496	50	.....	C	750	80	.....	B	1,000	100	B
Jct. U.S. 52 & 239-Jct. 73 & 239 <sup>2</sup> .....	239	1	496	50	.....	C	750	80	.....	B	1,000	100	A
Cincinnati-Moscow.....	U.S. 52	19	495	76	.....	C	710	110	.....	B	900	140	B
Franklin-Jct. U.S. 25 & 63 <sup>2</sup> .....	U.S. 25	9	495	43	.....	B	720	60	.....	A	900	80	A

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	High way miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Kenton-Jct. U.S. 30 & 47.....	U.S. 30	11	493	20	.....	C	730	30	.....	B	900	40	B
Eureka-Gallipolis.....	7	9	492	59	.....	C	700	80	.....	B	900	110	B
Jct. U.S. 23 & 159-Jct. 180 & 159.....	159	2	492	40	.....	C	720	60	.....	B	900	80	B
Tiffin-Republic.....	18	8	491	42	.....	C	700	60	.....	B	900	80	B
McConnellsville-Duncan Falls <sup>2</sup> .....	77	14	490	93	.....	C	700	130	.....	C	900	170	C
Allensburg-Fayetteville.....	U.S. 50	8	489	55	.....	C	690	80	.....	B	900	100	B
Piqua-Covington <sup>2</sup> .....	29	5	488	53	.....	B	710	80	.....	B	900	100	B
Xenia-Wilmington.....	53	15	488	50	.....	C	700	70	.....	B	900	90	B
Roachester-Jct. 3 & 126.....	3	18	486	40	.....	C	710	60	.....	B	900	80	B
Millersburg-Berlin.....	19-39	6	485	52	.....	C	700	80	.....	B	900	100	B
Bellefontaine-West Liberty.....	53	7	484	64	.....	C	680	90	.....	B	900	120	B
Corning-Jct. 13 & 37.....	13	8	484	36	.....	C	690	50	.....	B	900	70	B
Minerva-Lisbon.....	U.S. 30	17	483	46	.....	C	710	70	.....	B	900	90	B
Charaghar-Jct. U.S. 20 & 263 <sup>2</sup> .....	U.S. 20	10	478	67	.....	B	750	100	.....	B	1,000	130	A
Twinsburg-Jct. 91 & U.S. 20 <sup>2</sup> .....	91	7	478	32	.....	B	770	50	.....	B	1,000	70	A
Perrysburg-Jct. 110 & 64.....	110	5	477	84	.....	C	680	120	.....	B	900	150	B
Urbana-Jct. 29 & 38.....	29	18	474	58	.....	C	670	80	.....	B	900	100	B
Carrollton-Jct. 43 & 35.....	35-43	5	474	49	.....	C	680	70	.....	B	900	90	B
Owensville-Jct. U.S. 50 & 131.....	U.S. 50	10	473	39	.....	C	670	60	.....	B	900	70	B
Canal Winchester-Hooker <sup>2</sup> .....	31	10	472	104	.....	B	680	150	.....	B	900	190	B
Idaho-Jct. 124 & 112.....	124	6	472	66	.....	C	680	100	.....	B	900	120	B
Shelby-Crestline.....	61	8	472	32	.....	C	710	50	.....	B	900	60	B
Fostoria-Jct. 18 & 17.....	18	9	472	32	.....	C	670	50	.....	B	900	60	B
Michigan line-Jct. U.S. 127 & 183.....	183	3	471	60	.....	C	750	100	.....	B	1,000	120	B
Cleveland-Jct. 3 & 82.....	3	2	470	53	.....	C	760	90	.....	B	1,000	110	B
McConnellsville—1 mile west of Malta.....	37	2	470	38	.....	C	670	50	.....	B	800	70	B
New Lexington-Jct. 37 & 10.....	37	18	468	66	.....	C	670	100	.....	B	800	120	B
Hicksville-Indiana line.....	18	2	467	29	.....	C	660	40	.....	B	800	50	B
Barnesville-Woodfield.....	8	18	466	55	.....	C	680	80	.....	B	900	100	B
Jacksontown-Thornville.....	13	4	466	48	.....	C	670	70	.....	B	800	90	B
Amesville-Jct. 31 & 26.....	26	13	465	40	.....	C	680	60	.....	B	900	80	B
Marietta-Jct. 7 & 26.....	7	1	464	41	.....	C	660	60	.....	B	800	70	B
Mt. Sterling-Jct. 3 & 238.....	3	10	463	26	.....	C	660	40	.....	B	800	50	B
Washington C. H.-Staunton.....	38	4	462	38	.....	C	650	50	.....	B	800	70	B
Kingston-Jct. 180 & 159.....	159	4	461	36	.....	C	660	50	.....	B	800	70	B
Minford to 4 miles north of Portsmouth.....	139	6	461	33	.....	C	720	50	.....	B	900	60	B
Lucasville-Jct. 112 & 240 <sup>2</sup> .....	240	1	460	46	.....	B	720	70	.....	A	900	92	A
Kenton-Jct. 31 & 68.....	31	18	458	33	.....	C	650	50	.....	B	800	60	B
Shawnee-Logan.....	75	13	457	56	.....	C	650	80	.....	B	800	100	B
Jamestown-Washington C. H.....	11	16	456	40	.....	C	660	60	.....	B	800	70	B
Coolville-Belpre.....	U.S. 50	15	454	72	.....	C	640	100	.....	B	800	130	B
Jct. 107 & 49 to Jct. 34 & 49.....	49	2	451	55	.....	C	640	80	.....	B	800	100	B
Pomeroy-Rutland.....	124	5	450	53	.....	C	640	80	.....	B	800	100	B
Wauseon-Jct. U.S. 20 & 33.....	33	10	450	52	.....	C	640	70	.....	B	800	100	B
Wellsville-Jct. U.S. 30 & 153.....	153	7	449	28	.....	C	660	40	.....	B	800	50	B
Jct. 121 & 200-Indiana line.....	121	16	448	52	.....	C	630	70	.....	B	800	90	B
Pink-Jct. U.S. 52 & 125.....	125	8	448	43	.....	C	990	100	.....	B	1,300	120	B
Waterville-Lucas Co. line.....	U.S. 24-110	8	444	74	.....	C	710	120	.....	B	900	150	B
Piketon-Jct. 112 & 124.....	124	2	443	62	.....	C	740	100	.....	B	1,000	140	B
Pennsylvania line-Jct. 88 & 36.....	88	7	443	38	.....	C	730	60	.....	B	900	80	B
Bellefontaine-Marysville.....	32	25	442	30	.....	C	630	40	.....	B	800	50	B
Washington C. H.-New Holland.....	10	8	442	28	.....	C	630	40	.....	B	800	50	B
Bethel-Georgetown.....	125	15	441	36	.....	C	620	50	.....	B	900	80	B
Ravenna-Garrettsville.....	88	10	438	39	.....	C	670	60	.....	B	900	80	B
Canton-Jct. 19 & U.S. 21.....	19	7	438	37	.....	C	700	60	.....	B	900	80	B
Morristown-New Athens.....	149	10	438	31	.....	C	650	50	.....	B	800	60	B
Ottawa-Jct. 33 & 115.....	33	15	435	32	.....	C	650	50	.....	B	800	60	B
Jackson-Jct. 11 & U.S. 50 <sup>2</sup> .....	11	25	434	53	.....	C	620	80	.....	C	800	100	C
Jct. 3 & 250-Jct. 179 & 3.....	3	11	433	58	.....	C	640	80	.....	B	800	110	B
Castine-Jct. 9 & 51.....	9	9	432	20	.....	C	610	30	.....	B	800	40	B
Madison-Jct. U.S. 20 & 166.....	166	1	428	50	.....	C	660	80	.....	B	800	100	B
Samantha-Hillsboro.....	38	5	427	36	.....	C	600	50	.....	B	800	70	B
Milford Center-Marysville.....	4	4	426	41	.....	C	600	60	.....	B	800	70	B
Cadiz-Jct. 6 & 151.....	6	16	424	38	.....	C	610	60	.....	B	800	70	B
Sharonville-Jct. U.S. 25 & 63 <sup>2</sup> .....	U.S. 25	11	423	68	.....	B	630	100	.....	A	800	130	A
Jct. 5 & 182-Jct. 5 & 262.....	5	4	420	38	.....	C	610	60	.....	B	800	70	B
Ruggles-New London.....	60	2	420	34	.....	C	610	50	.....	B	800	60	B
Lisbon-South Charleston.....	54	4	419	41	.....	C	640	60	.....	B	800	80	B
Warren-Salem.....	45	21	417	41	.....	C	680	70	.....	B	900	90	B
Aurora-Garrettsville.....	82	13	414	58	.....	C	630	90	.....	B	800	110	B
Kalida-Jct. 66 & 114.....	114	8	412	54	.....	C	650	80	.....	B	800	110	B
Jct. 31 & 161-Jct. U.S. 23 & 161.....	31-161	4	410	43	.....	C	640	70	.....	B	800	90	B
East Liverpool-E. Palestine <sup>2</sup> .....	170	12	406	70	.....	C	600	100	.....	C	800	130	C
Wilnot-Justus.....	19	3	406	35	.....	C	650	60	.....	B	800	70	B
Lancaster-Jct. U.S. 40 & 79.....	79	18	405	24	.....	C	580	40	.....	C	800	40	C
Lodi-Medina.....	U.S. 42	9	404	41	.....	C	600	60	.....	B	800	80	B

## STATE HIGHWAY SYSTEM OF OHIO

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(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
McArthur-Wellston.....	75	6	404	27	.....	C	570	40	.....	C	700	50	C
Lexington-Mt. Gilead <sup>2</sup> .....	U.S. 42	16	401	37	.....	B	580	50	.....	B	700	70	B
Newark-Hebron.....	79	8	398	50	.....	C	570	70	.....	C	700	100	C
Bowling Green-Waterville.....	64	7	398	47	.....	C	560	70	.....	C	700	80	C
Eaton-Camden.....	9	8	398	28	.....	C	560	40	.....	C	700	50	C
Leesburg-Samantha.....	38	5	397	32	.....	C	560	40	.....	C	700	60	C
Cleveland-Jct. 94 & 82 <sup>2</sup> .....	94	2	394	58	.....	C	640	90	.....	B	800	120	B
Bethel-Jct. 125 & 132 <sup>2</sup> .....	125	6	392	38	.....	C	560	50	.....	B	700	70	B
Dunkirk-Jct. 31 & 103 <sup>2</sup> .....	31	7	392	34	.....	C	560	50	.....	B	700	60	B
Belle Valley-Jct. 215 & 76.....	215	9	392	31	.....	C	560	40	.....	C	700	60	C
Garrettsville-Jct. 82 & 36.....	82	11	392	23	.....	C	680	40	.....	B	900	50	B
Athens-Coolville.....	U.S. 50	24	390	41	.....	C	560	60	.....	C	700	80	C
London-Mt. Sterling.....	56	15	389	99	.....	C	550	140	.....	C	700	180	C
Versailles-Jct. 9 & 68.....	68	4	389	63	.....	C	550	90	.....	C	700	110	C
Fly-New Matamoras.....	7	4	388	41	.....	C	610	60	.....	B	800	80	B
Thornville-Jct. 79 & 204.....	204	8	387	66	.....	C	560	100	.....	C	700	120	C
Jct. 18 & 15-Jct. Co. Rd. to Mark Center.....	18	12	386	41	.....	C	550	70	.....	C	700	70	C
Thornville-Somerset.....	13	10	384	48	.....	C	550	70	.....	C	700	90	C
Jefferson-Cortland.....	46	28	383	36	.....	C	550	60	.....	C	800	70	C
Millersburg-Jct. 179 & 39.....	39	11	382	57	.....	C	550	80	.....	C	700	100	C
London-Jct. U.S. 40 & 56.....	56	3	381	40	.....	C	540	60	.....	C	700	70	C
Cleves-Jct. 128 & U.S. 52.....	128	5	377	60	.....	C	550	90	.....	C	700	110	C
Rio Grande-Jct. 11 & 160.....	11	10	376	37	.....	C	530	50	.....	C	700	70	C
South Charleston to Washington C. H.....	70	22	374	41	.....	C	530	60	.....	C	700	70	C
Jct. 54 & 4-Jct. 55 & 4.....	4	13	374	35	.....	C	530	50	.....	C	700	60	C
Gillespieville-Jct. 11 & U.S. 50.....	U.S. 50	8	373	22	.....	C	540	30	.....	C	700	40	C
Cumberland-Pleasant City.....	146	6	372	36	.....	C	540	50	.....	C	700	70	C
Johnstown-Granville.....	47	10	371	48	.....	C	530	70	.....	C	700	90	C
Russellville-Decatur.....	125	5	371	46	.....	C	530	60	.....	C	700	80	C
Jct. 17 & 44-Jct. 19 & 44.....	44	10	369	56	.....	C	570	90	.....	C	700	110	C
Delphos-Fort Jennings.....	190	5	368	64	.....	C	520	90	.....	C	700	120	C
Jct. 107 & 49 to Jct. U.S. 20 & 49.....	49	3	368	41	.....	C	520	60	.....	C	700	70	C
Cadiz-Jct. U.S. 22 & 152.....	151-U.S. 22	14	367	41	.....	C	550	60	.....	C	700	80	C
Paulding-Jct. 9 & 114.....	9	8	366	29	.....	C	520	40	.....	C	700	50	C
Antwerp-Payne.....	49	7	366	24	.....	C	520	30	.....	C	700	40	C
Bellevue-Republic.....	18	12	365	44	.....	C	520	60	.....	C	700	80	C
Circleville-Leistville.....	56	7	364	35	.....	C	520	50	.....	C	700	60	C
Lodi-Western Star <sup>2</sup> .....	17	13	362	41	.....	B	540	60	.....	B	700	80	B
Millersburg-Jct. 19 & 76.....	76	1	358	53	.....	C	520	80	.....	C	700	100	C
Washington C. H.-Sabina.....	3	9	357	19	.....	C	510	30	.....	C	600	40	C
Jct. 115 & 106-Jct. 33 & 115.....	115	7	356	34	.....	C	520	50	.....	C	700	60	C
Amanda-Circleville.....	10	11	355	35	.....	C	510	50	.....	C	600	60	C
Jct. 18 & U.S. 20-Jct. 17 & 61.....	61	14	354	37	.....	C	500	50	.....	C	600	70	C
Loudonville-Lucas <sup>2</sup> .....	39	11	353	41	.....	C	520	60	.....	B	700	80	B
Montpelier-Jct. 49 & 107.....	107	7	353	23	.....	C	500	30	.....	C	600	40	C
Toledo-Jct. 2 & 163 <sup>2</sup> .....	2	29	352	63	.....	B	560	100	.....	B	700	130	B
Rainsboro-Jct. U.S. 50 & 28.....	U.S. 50	21	352	29	.....	C	500	40	.....	C	600	50	C
Sandusky-Jct. 13 & 61 <sup>2</sup> .....	13	9	351	39	.....	B	510	60	.....	B	650	70	B
Fitchville-Jct. 13 & 178.....	13	15	351	32	.....	C	510	50	.....	C	700	60	C
Jct. 104 & 56-Jct. 10 & 56.....	56	2	351	23	.....	C	500	30	.....	C	600	40	C
Lisbon-Jct. 164 & 14.....	164	9	349	27	.....	C	510	40	.....	C	700	50	C
Marysville-Delaware.....	32	15	345	19	.....	C	490	30	.....	C	600	40	C
Andover-Jct. 7 & 83.....	7	15	344	50	.....	C	540	80	.....	C	700	100	C
Jct. 75 & 140-Jct. 75 & 141.....	75	23	344	36	.....	C	490	50	.....	C	600	70	C
Paulding-Indiana line.....	113-111	11	343	29	.....	C	490	40	.....	C	600	50	C
Quaker City-Jct. U.S. 40 & 265.....	265	14	342	10	.....	C	500	20	.....	C	600	20	C
Blanchester-Milford.....	28	17	341	42	.....	C	480	60	.....	C	600	80	C
Pomeroy-Jct. 31 & U.S. 50.....	31	22	341	30	.....	C	490	40	.....	C	600	60	C
Spencerville-Jct. 117 & 198E.....	117	3	341	24	.....	C	520	40	.....	C	700	50	C
New Lexington-Shawnee <sup>2</sup> .....	75	8	340	65	.....	C	490	90	.....	B	600	120	B
Michigan line-Jct. U.S. 20 & 33.....	33	3	339	55	.....	C	480	80	.....	C	600	100	C
Richwood-Jct. 47 & 4.....	47	2	338	43	.....	C	480	60	.....	C	600	80	C
Vermillion-Jct. 59 & 60.....	60	5	335	42	.....	C	480	60	.....	C	600	80	C
Indiana line-Jct. 121 & 200.....	200	8	331	33	.....	C	470	50	.....	C	600	60	C
Savannah-Ruggles <sup>2</sup> .....	60	5	329	59	.....	C	480	90	.....	B	600	110	B
Columbus-Jct. 19 & 161.....	19	9	328	60	.....	C	510	90	.....	C	600	120	C
Andover-Jct. 7 & 83.....	7	15	328	48	.....	C	490	70	.....	C	600	90	C
Plain City-Jct. 31 & 161.....	161	5	327	31	.....	C	460	40	.....	C	550	60	C
Camden-Sevenmile <sup>2</sup> .....	9	12	327	27	.....	C	490	40	.....	B	600	50	B
Lucas Co. Line-Napoleon.....	110	12	326	74	.....	C	520	120	.....	C	700	150	C
Mt. Vernon-Coshocton.....	95	36	325	33	.....	C	460	50	.....	C	550	60	C
Centerville-Jct. 48 & 73 <sup>2</sup> .....	48	5	325	23	.....	C	470	30	.....	B	600	40	B
Jefferson-Jct. 84 & 85.....	84	12	324	26	.....	C	480	40	.....	C	600	50	C
Jct. 5, 6 & 89-Jct. 89 & 179.....	89	11	323	58	.....	C	470	80	.....	C	600	110	C
Fayetteville-Owensville <sup>2</sup> .....	U.S. 50	12	322	33	.....	C	460	50	.....	B	600	60	B
Defiance-Paulding.....	111	16	322	28	.....	C	460	40	.....	C	550	50	C
Dayton-Jct. U.S. 40 & 202.....	202	9	320	38	.....	C	470	60	.....	C	600	70	C

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Jct. 39 & 234-Jct. 19 & 39.....	39	9	319	47	.....	C	470	70	.....	C	600	90	C
Springfield-Jct. 69 & 70.....	70	12	316	44	.....	C	480	70	.....	C	600	90	C
Medina-Jct. 3 & 94.....	3	10	314	62	.....	C	470	90	.....	C	600	120	C
Leipsic-McComb.....	187	11	314	36	.....	C	450	50	.....	C	550	70	C
Berlin-Wilmot.....	19	12	311	45	.....	C	450	60	.....	C	550	80	C
Jct. 66 & 107-Jct. 9 & 107.....	107	14	309	26	.....	C	440	40	.....	C	550	50	C
Springfield-Cedarville.....	72	10	308	36	.....	C	460	50	.....	C	550	70	C
Lancaster-Jct. U.S. 40 & 153.....	153	15	308	26	.....	C	440	40	.....	C	550	50	C
Van Wert-Indiana line.....	17	11	307	41	.....	C	440	60	.....	C	550	80	C
Wellston-Jackson.....	75	9	301	15	.....	C	430	20	.....	C	550	30	C
Pennsylvania line-Jct. U.S. 322 & 46.....	U.S. 322	12	299	38	.....	C	440	60	.....	C	550	70	C
Burton-N. Bloomfield.....	87	14	298	47	.....	C	440	70	.....	C	550	90	C
Marysville-Jct. 31 & 68.....	31	11	298	23	.....	C	420	30	.....	C	500	40	C
Waverly-Jct. 112 & 240.....	112	19	297	21	.....	C	430	30	.....	C	550	40	C
Jct. 128 & 126-Jct. 128 & U.S. 52.....	128	9	292	20	.....	C	450	30	.....	C	550	40	C
Sidney-Urbana.....	54	27	290	27	.....	C	430	40	.....	C	550	50	C
Piqua-Jct. 29 & 69.....	29	12	290	27	.....	B	420	40	.....	B	500	50	B
Brandt-Jct. U.S. 40 & 42.....	U.S. 40	13	290	24	.....	B	500	40	.....	A	600	50	A
Upper Sandusky-Jct. 5 & 262.....	5	9	287	51	.....	C	410	70	.....	B	500	90	B
Jct. 215 & 76-Jct. 76 & 78.....	76	6	286	26	.....	C	410	40	.....	C	500	50	C
New London-Jct. 13 & 162.....	162	4	284	23	.....	C	380	30	.....	B	500	40	B
Loudonville-Jct. 179 & 39.....	39	6	283	16	.....	C	410	20	.....	C	500	30	C
Nelsonville-New Straitsville.....	216	10	282	64	.....	C	410	90	.....	C	500	120	C
Plymouth-Jct. 13 & 178.....	178	12	281	24	.....	C	430	40	.....	C	500	50	C
Tiffin-Upper Sandusky.....	53	18	280	38	.....	C	400	50	.....	C	500	70	C
Adelphi-Jct. 159 & 180.....	180	13	280	27	.....	C	400	40	.....	C	500	50	C
Norwalk-Jct. 59 & 60.....	59	13	278	44	.....	C	400	60	.....	C	500	80	C
Cambridge-Jct. 76 & 209.....	209	9	278	35	.....	C	400	50	.....	C	500	60	C
Logan-McArthur.....	75	23	278	20	.....	C	320	30	.....	C	400	40	C
Jct. 223 & U.S. 20 - Jct. 223 & 2.....	223	2	276	29	.....	C	440	50	.....	C	600	60	C
Zanesville-Adamsville.....	75	11	276	24	.....	C	390	30	.....	C	500	40	C
Newport-Jct. 7 & 245.....	7	14	276	15	.....	C	390	20	.....	C	500	30	C
Hamden-Jct. 11 & 160.....	160	31	275	29	.....	C	390	40	.....	C	500	50	C
Troy-Jct. 69 & 70.....	70	11	273	26	.....	C	400	40	.....	C	500	50	C
Jct. 13 & 61-Jct. 59 & 61.....	61	4	271	57	.....	C	390	80	.....	C	500	110	C
Jct. 85 & 175-Chardon.....	85	12	270	28	.....	B	400	40	.....	B	500	50	B
Indiana line-Charaghar.....	U.S. 20	49	270	22	.....	B	380	30	.....	B	500	40	B
Baltimore-Reynoldsburg.....	256	13	268	52	.....	C	380	80	.....	C	500	100	C
Norwalk-Brighton.....	18	17	268	32	.....	B	390	50	.....	B	500	60	B
Zanesville-Jct. 76 & 215.....	176-146	20	266	34	.....	C	380	50	.....	C	500	60	C
Indiana Line-Jct. 15 & 18.....	15-249	23	265	24	.....	C	380	40	.....	C	500	50	C
Bettsville-Forstoria.....	12	10	264	34	.....	B	330	40	.....	B	400	70	B
Lebanon-Franklin.....	123	10	263	39	.....	C	380	60	.....	C	500	40	C
Bellville-Mt. Vernon.....	13-95	15	263	23	.....	C	380	30	.....	C	500	60	C
Scioto Furnace-Jct. 75 & 140.....	140	10	262	32	.....	C	390	50	.....	C	500	50	C
Bellville-Jct. 3 & 97.....	97	13	260	28	.....	C	390	40	.....	C	500	50	C
Russellville-Ripley.....	38	8	260	26	.....	C	370	40	.....	C	500	50	C
Milford Center-Jct. 55 & 29.....	4-55	18	260	23	.....	C	360	30	.....	C	500	40	C
Jct. 218 & 217-Jct. 7 & 218.....	218	19	259	36	.....	C	350	50	.....	C	400	60	C
Wapakoneta-Jct. 32 & 196.....	32	11	258	22	.....	C	370	30	.....	C	500	40	C
Jct. 151 & 6-Jct. 151 & 212.....	151	4	256	38	.....	C	370	60	.....	C	500	70	C
Delaware-Johnston.....	47	21	256	29	.....	C	360	40	.....	C	500	50	C
Maumee-Jct. U.S. 20 & 263.....	U.S. 20	6	256	25	.....	B	410	40	.....	B	500	50	A
Crestline-Bucyrus.....	5	12	256	25	.....	B	370	40	.....	B	500	50	A
Jct. 94 & 81-Jct. 57 & 81.....	81	17	255	35	.....	B	410	60	.....	B	500	70	A
Castine-Eaton.....	9	12	254	17	.....	C	360	20	.....	C	500	30	C
McClure-U.S. 24 & 65.....	65	2	253	42	.....	C	360	40	.....	C	500	50	C
Covington-Jct. U.S. 40 & 48.....	48	14	249	28	.....	C	360	40	.....	C	500	50	C
Jct. 186, 17 & 15-Jct. 186 & 18.....	186	8	246	35	.....	C	350	50	.....	C	400	60	C
Ottawa-Jct. U.S. 24.....	33	18	245	23	.....	C	350	30	.....	C	400	40	C
Mt. Sterling-Jct. 104 & 56.....	56	16	244	18	.....	C	360	30	.....	C	500	40	C
Belpre-Jct. 7 & 26.....	7	10	243	21	.....	C	340	30	.....	C	400	40	C
Spencerville-Jct. 9 & 117.....	117	14	243	20	.....	C	340	30	.....	C	400	40	C
Somerseset-Jct. 10 & 37.....	10	14	240	24	.....	C	340	30	.....	C	400	40	C
Jct. U.S. 21 & 18-Jct. U.S. 21 & 17.....	U.S. 21	8	240	14	.....	B	420	20	.....	B	500	30	B
Clarksville-Roachester.....	3	7	238	6	.....	B	350	10	.....	B	400	10	B
Leistville-Adelphi.....	56	7	237	19	.....	C	340	30	.....	C	400	40	C
Upper Sandusky-Little Sandusky.....	U.S. 23	7	236	24	.....	B	330	30	.....	B	400	40	A
Bucyrus-Plymouth.....	98	20	232	30	.....	C	340	40	.....	C	400	60	C
London-Cedarville.....	U.S. 42	20	232	14	.....	C	350	20	.....	B	400	30	B
Empire-Jct. U.S. 22 & 152.....	152	15	230	32	.....	C	350	50	.....	C	400	60	C
Findlay-Jct. 33 & 106.....	106	21	230	19	.....	C	330	30	.....	C	400	40	C
Parkman-Jct. 88 & 45.....	88	11	229	42	.....	C	380	70	.....	C	500	90	C
Salem-Carrollton.....	35-U.S. 30	26	228	33	.....	C	320	50	.....	C	400	60	C
Hicksville-Indiana line.....	193	2	228	33	.....	C	320	50	.....	C	400	60	C
Upper Sandusky-Kenton.....	67	21	228	23	.....	C	320	30	.....	C	400	40	C
Wilmington-Jct. U.S. 52 & 53.....	53	46	228	18	.....	C	320	30	.....	C	400	40	C

## STATE HIGHWAY SYSTEM OF OHIO

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(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Hillsboro-Jct. 73 & 112.....	73	43	225	28	.....	C	340	40	.....	C	400	60	C
Batavia-Sardinia.....	74	21	224	20	.....	C	320	30	.....	C	400	40	C
Jackson-Rio Grande.....	11	19	222	24	.....	C	310	30	.....	C	400	40	C
Chardon-Andover.....	85	31	221	34	.....	C	320	50	.....	C	400	60	C
Andover-Pennsylvania line.....	85	2	221	34	.....	C	320	50	.....	C	400	60	C
Marion-Marysville.....	4	24	221	22	.....	C	330	30	.....	C	400	40	C
East Liverpool-Wellsville <sup>2</sup> .....	7	2	220	20	.....	A	290	30	.....	A	400	40	A
Ottawa-Jct. 9 & 17.....	17	27	219	10	.....	C	310	10	.....	C	400	20	C
New Holland-Williamsport.....	10	6	213	34	.....	C	310	50	.....	C	400	60	C
Greenville-Ft. Recovery.....	51	21	213	21	.....	C	310	30	.....	C	400	40	C
Manchester-McGaw.....	U.S. 52	25	214	28	.....	C	320	40	.....	C	400	50	C
Millville-Ross <sup>2</sup> .....	U.S. 27	6	214	17	.....	B	330	30	.....	B	400	30	B
Martinsburg-Walonding.....	206	16	212	36	.....	C	300	50	.....	C	400	60	C
Marietta-Woodfield.....	8-26	44	212	24	.....	C	300	36	.....	C	400	40	C
Jct. 89, 5 & 6-Jct. 89 & U. S. 42 <sup>2</sup> .....	89	2	210	34	.....	C	310	50	.....	B	400	60	B
Jct. 157 & 79-Jct. 157 & U. S. 40.....	157	7	210	23	.....	C	300	30	.....	C	400	40	C
Fort Jennings-Jct. 115 & 189.....	189	7	208	64	.....	C	300	90	.....	C	400	120	C
Jct. 87 & 44-Jct. 82 & 44.....	44	10	208	30	.....	C	310	40	.....	C	400	60	C
Lodi-Jct. 17 & 131.....	17	22	208	21	.....	C	360	40	.....	B	500	50	B
Jct. 5 & 262-Jct. 100 & 262.....	262	10	203	26	.....	C	300	40	.....	C	400	50	C
Caldwell-Jct. 7 & 78.....	78	43	203	23	.....	C	290	30	.....	C	400	40	C
Delaware-Jct. 4 & 47.....	47	12	203	16	.....	C	290	20	.....	C	400	30	C
Greenfield-Blanchester.....	28	29	202	18	.....	C	290	30	.....	C	400	40	C
Oak Harbor-Fremont.....	62	11	200	33	.....	C	290	50	.....	C	400	60	C
West Milton-Jct. 29 & 71.....	71	17	200	19	.....	C	280	30	.....	C	400	40	C
Upper Sandusky-Delphos <sup>2</sup> .....	5	53	198	8	.....	C	300	10	.....	B	400	20	B
Athalia-Crown City.....	7	5	197	31	.....	C	280	40	.....	C	400	60	C
Xenia-Lebanon <sup>2</sup> .....	U.S. 42	20	197	19	.....	C	290	30	.....	B	400	40	B
Minster-Piqua.....	66	19	196	29	.....	C	280	40	.....	C	400	60	C
Jct. 78 & 77-Jct. 26 & 77.....	77	17	196	24	.....	C	270	30	.....	C	400	40	C
Holgate-Jct. 115 & 106.....	115	25	196	18	.....	C	280	20	.....	C	400	30	C
Troy-Covington.....	70	8	195	18	.....	C	290	30	.....	C	400	40	C
Windor-Jct. 45 & 84.....	45-86	17	194	30	.....	C	290	40	.....	C	400	60	C
Columbus-Andersonville.....	104	37	194	23	.....	C	280	30	.....	C	400	40	C
Upper Sandusky-Kenton.....	53	21	192	23	.....	C	270	30	.....	C	400	40	C
Pomeroy-Coolville.....	7	17	191	30	.....	C	280	40	.....	C	400	60	C
Jackson-Piketon.....	124	21	191	26	.....	C	270	40	.....	C	400	50	C
Jct. 64 & 184-Jct. 110 & 184.....	184	9	191	21	.....	C	270	30	.....	C	400	40	C
McArthur-Gillespieville.....	U.S. 50	19	191	18	.....	C	270	30	.....	C	400	40	C
Jct. 4 & 235-Jct. 53 & 235.....	235	8	191	15	.....	C	280	20	.....	C	400	30	C
Fremont-McClure.....	34	41	189	25	.....	C	270	40	.....	C	400	50	C
New Philadelphia-Carrollton.....	39	23	189	14	.....	C	280	20	.....	C	400	30	C
McClure-Napoleon.....	34	7	186	28	.....	C	260	40	.....	C	300	50	C
Fostoria-Defiance <sup>2</sup> .....	18	48	186	20	.....	C	260	30	.....	B	300	40	B
Medina-Jct. 17 & 57.....	57	9	186	15	.....	C	280	20	.....	C	400	30	C
Stryker-Jct. 66 & 191.....	191	7	185	25	.....	C	240	30	.....	C	300	40	C
Jct. 7 & 213-Jct. 7 & 213 (North of Steubenville).....	213	16	183	40	.....	C	280	60	.....	C	400	80	C
Jct. 59 & 61-Jct. 2 & 61.....	61	6	183	37	.....	C	260	50	.....	C	300	70	C
Adelphi-Jct. 31 & 180.....	180	18	183	26	.....	C	260	40	.....	C	300	50	C
Wooster-Jct. 250 S. & 3 <sup>2</sup> .....	3-250	12	182	26	.....	C	270	40	.....	B	300	50	B
Coshocton-Jct. 19 & 76 <sup>2</sup> .....	76	20	182	11	.....	B	220	20	.....	B	300	30	B
Marion-Jct. 13 & 95.....	95	29	179	21	.....	C	260	30	.....	C	300	40	C
Sardinia-Jct. 53 & 134.....	134	32	179	20	.....	C	250	30	.....	C	300	40	C
Jct. 17 & 100-Jct. 62 & 100.....	100	16	178	20	.....	C	260	30	.....	C	300	40	C
Shawnee-Corning.....	155	5	176	40	.....	C	250	60	.....	C	300	70	C
Upper Sandusky-Jct. 5 & 182 <sup>2</sup> .....	182	14	175	30	.....	B	300	50	.....	B	400	60	B
Alliance-Edinburg.....	80	12	170	18	.....	C	270	30	.....	C	300	40	C
Franklin-Hillsboro.....	73	37	170	14	.....	C	240	20	.....	C	300	30	C
Jct. U. S. 50 & 132-Jct. 74 & 132.....	132	2	169	63	.....	C	240	90	.....	C	300	120	C
Williamsburg-Owensville.....	133	6	169	63	.....	C	240	20	.....	C	300	30	C
Cadiz-Jct. 35 & 149.....	35	6	169	21	.....	C	240	30	.....	C	300	40	C
Greenfield-Jct. 41 & 70.....	70	18	169	12	.....	C	280	20	.....	C	400	30	C
Jct. 4 & 203-Jct. 47 & 203.....	203	13	169	8	.....	C	250	10	.....	C	300	20	C
Jct. 37 & 75-1 mile W. of Malta.....	37	13	168	14	.....	C	240	20	.....	C	300	20	C
Ottawa-Michigan line.....	65	48	167	18	.....	C	240	20	.....	C	300	30	C
Beverly-McConnellsville.....	37	15	167	11	.....	C	240	20	.....	C	300	30	C
Waterville-Michigan line.....	64	18	166	17	.....	C	240	20	.....	C	300	30	C
Athens-Jct. 56 & 180.....	56	31	165	17	.....	C	240	20	.....	C	300	30	C
Gallipolis-Kitts Hill.....	141	35	164	11	.....	C	230	20	.....	C	300	30	C
Marysville-London.....	38	24	162	18	.....	C	230	26	.....	C	300	30	C
Napoleon-Grand Rapids.....	U.S. 24-65-110	14	162	10	.....	C	230	10	.....	C	300	20	C
Jct. U.S. 52 & 132-Batavia.....	132	12	160	30	.....	C	230	40	.....	C	300	50	C
Monroeville-Willard.....	99	14	160	18	.....	C	230	20	.....	C	300	30	C
Sidney-Versailles.....	68	18	160	17	.....	C	230	20	.....	C	300	30	C
Jacksonville-Corning <sup>2</sup> .....	13	10	158	23	.....	C	230	30	.....	B	300	40	B

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Marshall-Idaho.....	124	25	158	18	.....	C	220	20	.....	C	300	30	C
Urbana-Lisbon.....	54	22	158	13	.....	C	240	20	.....	C	300	30	C
Madison-Jct. 85 & 166 (N.E. of Marion) <sup>2</sup> .....	166	14	154	45	.....	C	230	70	.....	C	300	90	C
Jct. U. S. 30 & 61-Jct. U. S. 30 & 61.....	U.S. 30	12	154	30	.....	B	240	50	.....	C	300	60	A
Ashland-Shelby.....	96	17	154	12	.....	C	230	20	.....	C	300	30	C
Burton-Jct. U.S. 422 & 87.....	87	16	152	34	.....	C	220	50	.....	C	300	60	C
Troy-Jct. 48 & 55.....	55	7	152	15	.....	C	230	20	.....	C	300	30	C
Springfield-Jct. 4 & 54.....	4	10	152	15	.....	C	230	20	.....	C	300	30	C
Hamilton-Jct. 128 & U. S. 27.....	128	3	152	15	.....	C	230	20	.....	C	300	30	C
Plymouth-Jct. 17 & 61.....	61	2	152	15	.....	C	230	20	.....	B	300	30	B
Jct. 35 & 227-Jct. 151-227.....	227	1	152	15	.....	C	230	20	.....	C	300	30	C
Jct. 18 & 109-Jct. U. S. 24 & 109.....	109	24	152	15	.....	C	230	20	.....	C	300	30	C
Holgate-Jct. 18 & 109.....	18	4	152	15	.....	C	230	20	.....	C	300	30	C
Jct. 252 & 253-Jct. U.S. 42 & 253.....	253	4	152	15	.....	C	230	20	.....	C	300	30	C
Jct. 37 & 266-Jct. 77 & 266.....	266	11	152	15	.....	C	230	20	.....	C	300	30	C
Jct. 37 & 76-Jct. 78 & 76.....	76	9	152	15	.....	C	230	20	.....	C	300	30	C
McConnellsville North.....	New Route	3	152	15	.....	C	230	20	.....	C	300	30	C
Jct. 62 & 228-Jct. 101 & 228.....	228	1	152	15	.....	C	230	20	.....	C	300	30	C
Willard-Jct. 61 & 269.....	269	3	152	15	.....	C	230	20	.....	C	300	30	C
Kingston-Jct. 10 & 159.....	159	15	151	17	.....	C	210	20	.....	C	300	30	C
Eaton-Gratis.....	122	8	151	16	.....	C	210	20	.....	C	300	30	C
Jct. 2 & 108-Jct. U.S. 20 & 108.....	108	11	150	13	.....	C	210	20	.....	C	300	30	C
Jct. 18 & 43-Jct. 18 & 80.....	18	10	150	5	.....	B	230	10	.....	A	300	10	A
Ripley-Manchester.....	U.S. 52	17	150	1	.....	C	210	10	.....	C	300	10	C
Springfield-Fairfield.....	4	11	149	12	.....	C	230	20	.....	C	300	30	C
Jct. 26 & 8-Jct. 7 & 8.....	8	14	149	6	.....	C	210	10	.....	C	300	10	C
Pomeroy-West Virginia line.....	124	19	148	30	.....	C	210	40	.....	C	300	60	C
Jct. 3 & 82-Jct. 36 & 94.....	3-94	25	148	29	.....	C	220	40	.....	C	300	60	C
Latty-Jct. 15 & 113.....	113	18	148	17	.....	C	210	20	.....	C	300	30	C
Decatur-Pink.....	125	27	148	16	.....	C	210	20	.....	C	300	30	C
Fremont-Erie Co. line.....	12	14	146	15	.....	C	210	20	.....	C	300	30	C
Jct. 33-Defiance.....	15	20	145	16	.....	C	210	20	.....	C	300	30	C
Lebanon-Jct. 4 & 63.....	63	11	142	20	.....	C	210	30	.....	C	300	40	C
Sidney-Jct. 4 & 68.....	68	51	141	15	.....	C	200	20	.....	C	300	30	C
Ottawa-Jct. 15, 17 & 186.....	15-17	15	140	16	.....	C	200	20	.....	C	300	30	C
Lebanon-Jct. 28 & 123.....	123	16	139	25	.....	C	200	40	.....	C	300	50	C
Jct. 19 & 76-Jct. 19 & 161.....	19	42	137	20	.....	C	200	30	.....	C	300	40	C
Urbana-Troy.....	55	26	136	22	.....	C	200	30	.....	C	300	40	C
Ada-Jct. 31 & 81.....	81	10	136	8	.....	C	190	10	.....	C	300	20	C
Tiffin-Jct. U.S. 20 & 185.....	101-185	19	135	18	.....	C	190	30	.....	C	300	40	C
New London-Jct. 59 & 60.....	60	16	135	18	.....	C	190	20	.....	C	240	30	C
Republic-Jct. 53 & 67.....	67	21	133	17	.....	C	190	20	.....	C	240	30	C
Middleport-Jct. U.S. 50 & 143.....	143	22	133	15	.....	C	190	20	.....	C	240	30	C
Circleville-Lancaster.....	188	19	131	13	.....	C	190	20	.....	C	240	20	C
Glouster-Jct. 77 & 78.....	78	17	130	40	.....	C	190	60	.....	C	240	70	C
Greenfield-Washington C. H.....	70	12	130	18	.....	C	200	20	.....	C	260	30	C
Barnesville-Jct. 78 & 147.....	147	24	130	17	.....	C	200	30	.....	C	260	40	C
Jct. 43 & 80-Jct. 8 & 80.....	80	6	128	54	.....	C	190	80	.....	C	240	100	C
Staunton-Leeburg.....	38	11	127	13	.....	C	180	20	.....	C	230	20	C
Vera Cruz-Jct. U. S. 50 & 131.....	131	15	126	29	.....	C	180	40	.....	C	230	50	C
Jct. 212 & 151-Jct. U.S. 22 & 151.....	151	18	126	22	.....	C	180	30	.....	C	230	40	C
Utica-Johnstown.....	19	14	126	20	.....	C	180	30	.....	C	230	40	C
West Virginia line-Jct. 7 & 248.....	248	11	124	8	.....	C	180	10	.....	C	230	20	C
Jct. U. S. 40 & 29-Jct. 38 & 29.....	29	7	123	19	.....	C	180	30	.....	C	220	40	C
Napoleon-Indiana line.....	34	34	122	11	.....	C	170	20	.....	C	220	20	C
Akron-Inland.....	241	9	120	38	.....	B	210	70	.....	A	270	80	A
Rockford-Indiana line.....	54	7	120	12	.....	C	170	20	.....	C	220	20	C
Bryan-Jct. 191 & 192.....	192	7	119	14	.....	C	170	20	.....	C	220	30	C
Cedarville-Jct. 38 & 72.....	72	35	118	20	.....	C	170	30	.....	C	220	40	C
Cumberland-Concord.....	76	10	117	27	.....	C	170	20	.....	C	210	20	C
Pennsylvania line-Jct. 14 & 165.....	165	3	117	37	.....	C	170	20	.....	C	220	20	C
Dresden-Jct. 75 & 208.....	208	9	117	11	.....	C	170	20	.....	C	220	20	C
Bucyrus-Jct. U.S. 20 & 62.....	62	34	117	10	.....	C	170	10	.....	C	220	20	C
Kenton-Jct. U.S. 25 & 67.....	67	27	117	10	.....	C	170	10	.....	C	210	20	C
Stone Creek-Jct. 16 & 75.....	75	12	117	7	.....	C	160	10	.....	C	210	10	C
Jct. 16 & 234-Jct. 39 & 234.....	234	17	115	24	.....	C	170	40	.....	C	210	50	C
Moscow-Ripley.....	U.S. 52	24	114	11	.....	C	160	20	.....	C	210	20	C
Greenfield-Hillsboro.....	138	15	113	12	.....	C	160	20	.....	C	200	20	C
East Liverpool-Jct. 7 & 164.....	7	23	112	22	.....	C	160	30	.....	C	210	40	C
St. Clairsville-Jct. 35 & 8.....	35	31	112	14	.....	C	160	20	.....	C	200	20	C
Cadia-Jct. 43 & 35.....	35	22	112	10	.....	C	160	10	.....	C	210	20	C
Millersburg-Jct. 76 & 62.....	76	14	111	23	.....	B	160	30	.....	B	210	40	B
Manchester-Bainbridge.....	41	50	111	17	.....	C	160	20	.....	C	200	30	C
Delaware-Plain City.....	U.S. 42	17	111	7	.....	C	160	10	.....	C	200	10	C
New Philadelphia-Jct. 8 & 255.....	255	3	110	35	.....	C	160	50	.....	C	210	70	C
Jct. 3 & 94-Jct. 82 & 94.....	3-94	8	110	19	.....	C	160	30	.....	C	210	40	C
Carey-Bluffton.....	103	25	110	10	.....	C	160	10	.....	C	200	20	C

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Indiana line-Jct. U.S.40 & 48.....	U.S. 40	27	110	5	B	170	10	B	220	10	A		
Kenton-Bellefontaine.....	53	19	109	8	C	150	10	C	200	20	C		
Jct. 129 & U. S. 27-Indiana line.....	129	9	108	17	C	170	30	C	210	30	C		
Findlay-Jct. 17 & 18.....	17	22	108	9	C	160	10	C	200	20	C		
Dennison-Jct. U. S. 40 & S.....	8	28	108	6	C	160	10	C	200	10	C		
Indiana line-Jct. 66 & 114.....	114	22	107	13	C	150	20	C	190	20	C		
Jct. U. S. 422 & 80-Edinburg.....	80	15	107	12	C	160	20	C	200	20	C		
Jct. U. S. 52 & 222-Jct. 125 & 222.....	222	15	107	10	C	150	10	C	190	20	C		
Jct. U. S. 40 & 69-Jct. 117 & 69.....	69	52	106	12	C	150	20	C	190	20	C		
Jct. U. S. 21 & 236-Jct. 93 & 236 <sup>2</sup> .....	236	5	106	6	B	170	10	A	220	10	A		
Eaton-Indiana line.....	122	9	106	4	C	150	4	C	190	4	C		
Jct. U. S. 52 & 133-Bethel.....	133	12	104	15	C	150	20	C	190	30	C		
Lisbon-Jct. 164 & 39.....	164	10	104	10	C	150	20	C	200	20	C		
Jct. 3 & 205-Jct. 19 & 205.....	205	6	103	5	C	150	10	C	190	10	C		
Jct. 32 & 117-Jct. 69 & 117.....	117	4	102	34	C	150	10	C	190	20	C		
Coshocton-Jct. 95 & U.S. 21.....	95	23	102	12	C	140	20	C	190	20	C		
Minford-Jackson.....	139	19	102	10	C	140	10	C	190	20	C		
Paulding-Jct. 9 & 15.....	9-15	20	102	9	C	140	10	C	180	20	C		
Cambridge-Cadiz.....	U.S. 22	35	101	6	C	150	10	C	190	20	C		
Jct. 54 & 119-Indiana line.....	119	28	100	18	C	140	30	C	180	30	C		
Bloomington-Jct. 3 & 238.....	238	2	100	6	C	140	10	C	180	10	C		
Belfast-Cherry Fork.....	137	15	98	9	C	140	10	C	180	20	C		
Lower Salem-Jct. 78 & 145.....	145	17	97	26	C	140	40	C	180	50	C		
Waverly-Jct. 124 & 220.....	220	5	96	19	C	140	30	C	170	30	C		
Jct. 117 & 196-Jct. 32 & 196.....	196	8	96	18	C	140	30	C	170	30	C		
Ross-Jct. 126 & 129.....	126	12	95	19	C	150	30	C	190	40	C		
Dunkirk-Jct. 81 & 53.....	81	5	95	8	C	130	10	C	170	10	C		
Sedalia-Washington C. H.....	38	14	94	10	C	130	10	C	170	20	C		
Jct. 16 & 156-Jct. 77 & 156.....	156	11	93	4	B	130	10	B	170	10	B		
Jct. 4 & 126-Jct. 9 & 126 <sup>2</sup> .....	126	5	92	20	C	130	30	C	200	40	C		
Jct. 9 & 126-Jct. U. S. 27 & 126.....	126	3	92	20	C	130	30	C	200	40	C		
Piqua-Jct. 48 & 120.....	120	4	92	11	C	130	20	C	170	20	C		
Jct. 141 & 217-Jct. 7 & 217.....	217	14	90	10	C	130	10	C	160	20	C		
Tippecanoe City-Jct. U. S. 40 & 71.....	71	14	89	16	C	130	20	C	170	30	C		
Barnesville-2 miles from Bellaire.....	147	24	86	30	C	130	50	C	170	60	C		
Rutland-Berlin.....	124	24	86	5	C	120	10	C	160	10	C		
Fostoria-Carey <sup>2</sup> .....	U.S. 23	13	85	13	B	120	20	B	160	20	B		
Oak Harbor-Jct. 34 & 105.....	105	22	85	12	C	120	20	C	160	20	C		
Jct. 75 & 233-Jct. 141 & 233.....	233	12	84	11	C	120	20	C	150	20	C		
Jct. 6 & 150-Jct. 7 & 150.....	150	11	84	7	C	130	10	C	160	10	C		
Jct. 38 & 136-Jct. 125 & 136.....	136	21	84	6	C	120	10	C	150	10	C		
Hillsboro-Jct. 38 & 136.....	38	7	83	9	C	120	10	C	150	20	C		
Fort Jennings-Jct. 17 & 190.....	190	3	81	2	C	120	10	C	150	10	C		
Defiance-St. Marys.....	66	50	80	9	C	120	10	C	150	20	C		
Albany-McArthur.....	U.S. 50	16	80	2	C	110	10	C	150	10	C		
Jct. 70 & 202-Jct. U. S. 40 & 202.....	202	8	79	15	C	190	40	C	240	50	C		
Jct. U. S. 40 & 56-Jct. 29 & 56.....	56	13	78	10	C	110	10	C	140	20	C		
Jct. 79 & 207-Jct. 79 & 95.....	79	13	77	12	C	110	20	C	140	20	C		
Jct. 130 & 224-Indiana line.....	224	22	77	9	C	110	10	C	150	20	C		
St. Marys-Sidney.....	54	23	77	8	C	110	10	C	140	20	C		
Van Wert-Jct. 9 & 54.....	9	15	76	13	C	110	20	C	140	20	C		
Quaker City-Jct. 147 & 265.....	265	3	76	6	C	120	10	C	150	10	C		
Jct. 57 & 252-Cuyahoga Co. line.....	252	11	74	15	C	110	20	C	140	30	C		
Adamsville-Jct. 75 & 76.....	75	7	74	8	C	100	10	C	130	10	C		
Jct. 8 & 148-Jct. 7 & 148.....	35-148	18	74	6	C	110	10	C	140	10	C		
Winchester-Jct. 73 & 74.....	74	17	72	9	C	100	10	C	130	10	C		
Edinburg-Salem <sup>2</sup> .....	14	19	71	18	B	100	30	B	140	40	A		
McConnellsville-Caldwell.....	78	23	71	5	C	100	10	C	130	10	C		
Waynesburg-Jct. 171 & 43.....	171	10	68	11	C	100	20	C	130	20	C		
Marietta-Amesville.....	26	29	67	15	C	100	20	C	130	30	C		
Lisbon-Negley.....	154	9	67	11	C	100	20	C	130	20	C		
Marseilles-Richwood.....	47	20	66	8	C	100	10	C	130	20	C		
Latty-Payne.....	113	8	66	3	C	90	10	C	120	10	C		
Somerset-Jct. 10 & 75.....	10	13	64	10	C	90	20	C	120	20	C		
Indiana line-Jct. 66 & 219.....	219	20	64	9	C	90	10	C	120	20	C		
Coshocton-Jct. 76 & U.S. 40.....	76	21	62	5	C	100	10	C	120	10	C		
Westminster-Jct. 69 & 117.....	117	12	59	13	C	80	20	C	110	20	C		
Pennsylvania line-N. Jct. 36 & 7.....	36	4	59	4	C	100	10	C	120	10	C		
Smithfield-Jct. U.S. 22 & 151.....	151	6	58	14	C	90	20	C	110	30	C		
Bethel-Williamsburg.....	133	7	58	3	C	80	10	C	100	10	C		
Perrysburg-West Millgrove.....	U.S. 23	22	57	7	C	80	10	C	100	10	C		
Van Wert-St. Marys.....	116	25	56	7	C	80	16	C	100	10	C		
Carrollton-Salineville.....	39	14	54	11	C	80	20	C	100	20	C		
Payne-Jct. U. S. 30 & 49.....	49	9	54	6	C	80	10	C	100	10	C		
Waldo-Jct. U. S. 30 & 98.....	98	11	52	3	C	80	10	C	100	10	C		
Jct. 69 & 117-Jct. 69 & U. S. 30.....	69	13	49	10	C	70	20	C	100	20	C		
Wapakoneta-Jct. 66 & 198.....	198	15	49	5	C	70	19	C	100	10	C		

## SURVEY OF TRANSPORTATION

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925				1930				1935		
			Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks		Highway classification <sup>1</sup>	Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty			Total	3-7½-ton loaded and empty				
Pennsylvania line-Jct. 46 & 83.....	83	13	48	14	.....	C	70	20	.....	C	90	30	C
Jct. 225 & 14-Jct. 225 & 17.....	225	2	47	2	.....	C	70	10	.....	C	90	10	C
Thornville-Jct. 10 & 204.....	204	15	42	4	.....	C	60	10	.....	C	80	10	C
West Union-Jct. U.S. 52 & 247.....	247	5	38	4	.....	C	50	4	.....	C	70	4	C
Hayesville-Jct. 39 & 179.....	179	13	36	4	.....	C	50	4	.....	C	70	4	C
Hamilton-Jct. U.S. 27 & 130.....	130-224	6	35	4	.....	C	50	10	.....	C	70	10	C
Clyde-Jct. 101 & 185.....	101	2	32	8	.....	C	50	10	.....	C	60	20	C
Mt. Gilead-Sunbury.....	61	21	30	5	.....	C	40	10	.....	C	60	10	C
Fremont-Jct. 34 & 101.....	34	13	25	6	.....	C	40	10	.....	C	50	10	C
Napoleon-Indiana line.....	U.S. 24	38	24	2	.....	C	30	10	.....	C	40	10	C
Loudonville-Jct. 3 & 250 S.....	3	10	22	3	.....	C	110	20	.....	C	140	20	C
Pennsylvania line-Jct. 7 & 167.....	167	2	19	3	.....	C	30	10	.....	C	40	10	C
Celina-Jct. 66 & 197.....	197	13	10	1	.....	C	20	10	.....	C	20	10	C
Mingo Jct.-Yorkville.....	7	11	.....	.....	.....	B	.....	.....	.....	A	.....	.....	A
Grafton-Jct. 252 & 57.....	57	11	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Navarre-Jct. U.S. 21 & 6.....	U.S. 21	7	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Yellow Creek-Wellsville.....	7	1	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Sheroddsville-Bowerston.....	212	5	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 18 & 43-Jct. 17 & 43.....	43	6	.....	.....	.....	B	.....	.....	.....	A	.....	.....	A
Garrettsville-Parkman.....	88	5	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Chardon-Jct. 87 & 44.....	44	7	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 86 & 166-Jct. 86 & 45.....	86	10	.....	.....	.....	C	.....	.....	.....	B	.....	.....	B
Twinsburg-Ravenna.....	14	14	.....	.....	.....	B	.....	.....	.....	A	.....	.....	A
Jct. 88 & 45-Jct. 88 & 36.....	88	10	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Russellville-Jct. 38 & 136.....	38	19	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
London-Plain City.....	U.S. 42	17	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Celina-Jct. 9 & 120.....	9	20	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
St. Marys-Jct. 9 & 54.....	54	12	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Ada-Mt. Cory.....	69	10	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Hicksville-Edon.....	49	16	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Michigan line-Jct. U.S. 20 & 49.....	49	4	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Newcomerstown-Isleta.....	16	4	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Jct. 258 & 8-Jct. 258 & U.S. 21.....	258	14	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
New Philadelphia-Seventeen.....	259	9	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Dover-Jct. U.S. 21 & 211.....	211	1	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. U.S. 30 & 226-Jct. 80 & 226.....	226	1	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Madison-Jefferson.....	84	14	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 167 & 84-Jct. 167 & 7.....	167	5	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Canfield-Jct. 46 & 164.....	46	9	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Bellevue-Jct. 229 & 4.....	229	2	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 5 & 231-Jct. 182 & 231.....	231	1	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Berne-Jct. 145 & 260.....	260	7	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Fitchville-Savannah.....	6	10	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 207 & 16-Jct. 207 & 79.....	207	13	.....	.....	.....	C	.....	.....	.....	B	.....	.....	B
Jct. 16 & 77-Jct. 16 & 207.....	16	19	.....	.....	.....	C	.....	.....	.....	B	.....	.....	B
Roscoe-Jct. 210 & 16.....	210	2	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Cleveland-Jct. 232 & U.S. 42.....	232	3	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Coolville-Jct. 144 & U.S. 50.....	144	6	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
New Matamoras-Bloomfield.....	245	8	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Isleta-Marquand Mills.....	75	11	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Bellaire-Fly.....	7	42	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. U.S. 21 & 92-Jct. 18 & 92.....	92	2	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Crestline-Jct. U.S. 30 & 181.....	181	4	.....	.....	.....	C	.....	.....	.....	B	.....	.....	B
Mansfield-Crestline.....	5	11	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Jct. 157 & 237-Jct. U.S. 40 & 237.....	237	1	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Worthington-Jct. 47 & 161.....	161	25	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Mutual-Plain City.....	161	19	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Georgetown-Ripley.....	221	9	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Lynchburg-Allensburg.....	135	2	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Fayetteville-Jct. 53 & 251.....	251	5	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Montgomery-Jct. 4 & 126.....	126	7	.....	.....	.....	C	.....	.....	.....	B	.....	.....	B
Covington-Jct. 120 & 48.....	48	2	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Versailles-Jct. 120 & 48.....	120	9	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Versailles-Jct. 9 & 120.....	120	4	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 9 & 242-Jct. 121 & 242.....	242	4	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Versailles-Greenville.....	121	11	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Fort Recovery-Willshire.....	51	22	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 69 & 195-Jct. U.S. 30 & 195.....	195	8	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Columbus Grove-Jct. 5 & 106.....	106	9	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Hicksville-Jct. 249 & 108.....	108	7	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 9 & 249-Jct. 9 & 15.....	9	3	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Defiance-Archbold.....	66	16	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Fostoria-Jct. 102 & 199.....	199	28	.....	.....	.....	B	.....	.....	.....	B	.....	.....	B
Grand Rapids-Jct. 110 & 64.....	110	10	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Ashland-Jct. 58 & 89.....	58	9	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 93 & 236-Jct. 93 & U.S. 30.....	93	7	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C
Jct. 172 & U.S. 30-Jct. 172 & 80.....	172	10	.....	.....	.....	C	.....	.....	.....	C	.....	.....	C

(Classification of the Ohio State Highway System as Major, Medium, and Minor Traffic Routes)—Continued

Highway section	Route No.	Highway miles	1925			1930			1935		
			Average daily motor vehicles	Average daily motor trucks		Average daily motor vehicles	Average daily motor trucks		Average daily motor vehicles	Average daily motor trucks	Highway classification <sup>1</sup>
				Total	3-7½-ton loaded and empty		Total	3-7½-ton loaded and empty			
Harrisburg-Jct. 19 & 173.....	19	11				A			A		A
Burton-Parkman.....	168	7				C			C		C
Jct. U.S. 20 & 174-Jct. 43 & 174.....	174	6				C			C		C
Bedford-Warrensville.....	175	6				C			C		C
Twinsburg-Jct. 82 & 94.....	82	14				B			B		A
Aurora-Twinsburg.....	82	6				C			C		C
Jct. 90 & 170-Jct. 14 & 170.....	170	4				C			C		C
Jct. 7 & 165-Jct. 14 & 165.....	165	9				C			C		C
North Greene Co. line-Jct. U.S. 40.....	69	5				C			B		B









